









THE DIRECTORY  
AND CHRONICLE  
1922.NOW IN COURSE  
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NETHERLANDS INDIA, PHILIP.  
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mercial Information.It is published at the Office of the "HONG-  
KONG DAILY PRESS."

The Directories and Descriptions are of—

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Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
Peitain	Nanking	Kowloon
Chinwangtao	Wuhu	Lappa
Taku	Kewkiang	Shamun
Antung	Hankow	Kongmoon
Manchurian	Yochow	Nanning
Trade Cities	Shanghai	Wuchow
Newchwang	Jiangsu	Kiaochow
Dairen	Changchung	Kiaochow
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Cheloo	Ningpo	Lungchow
Weihsaiwei	Wenchow	Mengtze
Tsinanfu	Santiao	Hokow
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Shanghai	Amoy	Tengyueh
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Swatow	Lungkow	Hunchun

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Tokyo	Osaka	Keelung
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Hyogo	Nagasaki	Takao
Kobe	Hakodate	Anping
Shimonoseki	Tamari	

EASTERN SIBERIA.

Vladivostok	Nicolajevsk
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CHOSUN (Korea).

Seoul	Wonsan	Mokpo
Chemulpo	Fusan	Chungnam
Kunsan	Pingyang	Songhae

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Hanoi	Quinhon	Tourane
Haiphong	Annam	Beigon
Tonkin	Hue	Cambodge

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Manila	Iloilo	Cebu
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Sarawak	Brunei	Labuan
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British North Borneo.

BANGKOK.

MALAY STATES.

Porak	Selangor	Pahang
Negeri Sembilan	Johore	Kedah
Kelantan	Trengganu	Perlis

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BRITISH AND AMERICAN SQUADRONS IN

CHINA AND JAPAN.

OFFICERS OF COAST &amp; RIVER STEAMERS.

## NO ALLIANCES.

MR. HARVEY ON U.S. POLICY.

A DEFINITION OF SOCIALISM.

Mr. Harvey, the American Ambassador,  
was entertained at dinner at the Adelphi  
Hotel, Liverpool, on November 3rd, by  
the Liverpool Chamber of Commerce.In the course of his speech the Amba-  
sador said he felt impelled to say frankly  
that the hope expressed by Lord Derby  
that America might one day join in a  
definite alliance with Great Britain and  
France was futile. In view of the history  
of his country it was obvious that the  
entrance of the United States into any  
permanent alliance was an utter impos-  
sibility. He looked forward, however, to  
a closer political relationship and more  
commercial co-operation between Britain  
and America as a result of the Washing-  
ton Conference.Mr. Harvey, who was received with  
cheers, said:One vital fact to which now I would  
direct your attention is that hardly less  
disconcerting and devastating than war  
itself is the aftermath of war. At the ex-  
piration of the ensuing week, we shall  
have reached the beginning of the fourth  
year following the Armistice, and even  
then shall be only approaching what we  
hope will prove to be the first definite  
and enduring settlements looking to the  
lifting of burdens and the establishment  
of international agreements or under-  
standings, foreshadowing the prosperity  
which can be attained only through the  
assuring of tranquil relations between  
the Powers of the world.

DEMAND AND SUPPLY.

Political peace, in a broad sense, we  
have. It is industrial peace that we now  
seek, and must obtain. We cannot ignore  
the issue. That would be folly. We  
cannot evade it. That would be coward-  
ice. We must face it squarely and man-  
fully as befits our race. And the first  
fundamental fact that we must recog-  
nize is that economic laws are superior  
to legislative enactments, and that the  
latter can be effective, and indeed can be  
enforced, only when they are in accord  
with the former. The basic law of all  
industry is that of demand and supply.  
Let that fact be writ large upon the  
table. Men only work to supply demand.  
Primarily, it is to supply their own per-  
sonal demands, or needs. Secondly, it is  
to supply the demands of others, in the  
doing of which the worker secures the  
means of more amply catering to his  
own desires. This is elementary econ-  
omics; so elementary that many seem to  
have forgotten it, with disastrous results.Pursuing that law through its higher  
and more complex developments, it is  
apparent that the readjustments and re-  
organization of business and industry to a  
normal, prosperous, and pacific basis,  
now being attempted, can be effected only  
in accordance with that law. There  
must be produced, both from farms and  
in factories, sufficient supplies of mer-  
chandise to meet the needs of the de-  
mands of the people, and to do so at  
reasonable prices. It is with that fact  
in mind that the wisest advisers urge in-  
creased production as the indispensable  
means of regaining normal conditions.  
For four years, because of the diversion  
of activities to war work, there was a  
great degree of underproduction; to  
counteract which there should now for a  
while be what, in normal times, would be  
overproduction.Instead, there has been in both England  
and America persistent underproduction.  
Many manufacturing plants have been  
closed or run on part time. Many have  
reduced their forces of workers. Millions  
of men are out of employment, and their  
numbers are decreasing with distracting  
slowness. While the employer, reluctant  
to dispose of his present stocks at lower  
prices, is quite willing to sell for prices  
approximating the ante-bellum standard  
all goods hereafter produced, the em-  
ployees are asking for more money and  
still shorter hours hereafter.

A FATUOUS POLICY.

On the part of both employers and  
employees it is a fatuous policy thus to  
make mock of the fundamental laws of  
economics. It is a perilous policy, which  
steers straight for trouble. It is a policy  
which, if applied to international affairs,  
would immensely increase the danger of  
war. Applied to domestic economics, it  
is not only fails to exercise influence for  
the averting of industrial strife, but it  
very positively aggravates the situation  
so as to increase the danger of conflict.We do not, of course, anticipate violence  
or revolution. That is out of the ques-  
tion. But we should be blind to the signs  
of the times if we did not perceive the  
danger of an industrial war as much  
exceeding any hitherto known as the  
economic disturbances caused by and  
bequeathed by the Great War exceed  
those of any former occasion.There can be no more important good-  
wish than that both capitalists and em-  
ployers, and wage-earners and employees,  
as well as the general public, shall appre-  
ciate, these things, and shall promptly  
and sincerely co-operate in the re-es-  
tablishment of natural economic laws and  
of justice between man and man, such as  
alone can provide secure foundation for  
industrial peace and prosperity. We all  
detest sabotage, when committed by work-  
men to impair efficiency and to delay or  
to diminish production. But sabotage is  
equally odious when it is committed by  
manufacturers or other capitalists in the  
form of decreasing production for the  
purpose of maintaining artificial prices or  
even of preventing a temporary loss by  
throwing it upon the public. The way is  
open to peace and prosperity, if only both  
employers and employees would recognize  
it and pursue it, even at the cost of a cer-  
tain privation; though infinitely less to a cer-  
tainly than that which the general public  
has suffered, and is suffering. For them  
both cheerfully to injure that cost would  
be the part of practical prodence and  
wisdom.

## COMMERCIAL CO-OPERATION.

These observations bear only upon con-  
ditions prevalent in the United States.I submit them for purposes of illustration  
and example alone, and I should hesitate  
to do even that but for the happily  
growing belief that, with the better ap-  
preciation and understanding of our two  
countries, each can profit from examina-  
tion of causes and effects in the other.  
If, moreover, as we all hope, and I, for  
one, firmly believe, the most beneficial  
outcome of the Washington Conference  
will be a closer political relationship of  
Britain and America—(cheers)—a more  
intimate and mutually advantageous  
commercial co-operation is bound to  
follow. Fair and reasonable competition  
is helpful always as an incentive to fresh  
endeavours, but experience proves that  
freedom and costly rivalry can bring only  
disastrous upon ourselves, without con-  
ferring the slightest lasting benefit upon  
anybody else. Waste in business, no less  
than in war, not only must be paid for,  
but is frightfully expensive. That, you  
all know.Now, if I am right in anticipating en-  
hancement of commercial co-operation as  
a logical sequence of political concurren-  
ce of our two peoples, there will come out  
of the Washington Conference a guaran-  
tee, not only of peace, but of prosperity.  
And God knows that is what we want  
for ourselves, first, of course, unless  
human nature has undergone a complete  
change, but almost as strongly for all  
creation, for the wholly sound and prac-  
tical reason, which should impress par-  
ticularly you level-headed men of affairs,  
that independence and interdependence do  
not necessarily constitute a paradox; but  
can be safely, if cautiously, recognised in  
practice as correlative.And that fetches me to the phase of  
the forthcoming Conference which I in-  
dicated at the beginning. Speaking in  
Birmingham not many years ago, Lord  
Derby, candid, sagacious, and far-seeing,  
as well befits a diplomat and statesman  
of his distinction, declared his conviction  
that the success of the Washington Con-  
ference would mean war—"war," in his  
own words, "in the immediate future."  
On Tuesday evening at the dinner to M.  
Poincaré, Lord Derby expressed perhaps  
more explicitly than before his judgment  
that a definite alliance of Great Britain  
and France would be wholly desirable in  
the interests of peace, and intimated a  
strong hope that, a little later, perhaps,  
but at some time in the near future, the  
United States might join the combina-  
tion. Now it seems to have fallen to my  
unhappy lot, since I have been in Eng-  
land, to dispel illusions with respect to  
the attitude of the United States. Never-  
theless, I cannot escape the conclusion  
that nothing can be gained in the end  
of blinking the truth. Indeed, I can con-  
ceive of no more effective service on the  
part of a Minister, desirous as I am of  
eliminating all causes of misapprehen-  
sion, than to set forth frankly any cer-  
tainty which may bear upon the imme-  
diate future, however disappointing it  
may be to his hearers.In pursuance of this policy, right or  
wrongful, as it may be, I am compelled  
to say frankly that the hope voiced by  
Lord Derby must be regarded as futile.  
Our first President, George Washington,  
with the acquiescence of the famous con-  
temporary statesmen of the young Re-  
public, fixed the foreign policy of the  
United States clearly and unequivocally  
when he adjured his countrymen never,  
in any circumstances, to enter into a per-  
manent alliance with any other Power.  
This policy has been reaffirmed by prac-  
tically all of his successors. It was reit-  
erated with great positiveness in our  
latest national campaign by the present  
President, and was confirmed by a  
majority of the people so great, as to be  
beyond the pale of comparison.In view of these circumstances, and  
without considering the wisdom and ad-  
visability of the continuance of this  
definite policy and unbroken practice, am  
I doing more than stating a wholly  
obvious and unescapable fact when I pro-  
pound the entrance of the United States  
into any permanent alliance, however  
desirable that action may seem to be, an  
utter impossibility? May it not be, then,  
the part of wisdom to avoid discussion or  
even suggestion of a proposal, which,  
however praiseworthy it may be, could  
hardly serve any purpose other than to  
feed the enemies and distress the friends  
of both Great Britain and France who  
live in America? I leave the question  
without argument to your own good sense  
and judgment.

## MENACE OF COMMUNISM.

I have only to say, in conclusion, that  
the menace of Communism still hangs  
like a noxious vapour over the world,  
and that more sharply perhaps than ever  
before, it is the supreme obligation of  
every Briton and every American to up-  
hold upon all occasions, as the most  
potent of all human agencies, patriotism  
and individualism. Upon this all de-  
pends. We may and should urge the  
common good, but it is contrary to all  
our beliefs, theological, political, per-  
sonal, to assume that we can achieve the  
common good except through the ex-  
tinction of the individual unit, primarily  
for individual ends. It was not the  
mass, but the man, whom God created  
in His image. It was not collective but  
personal responsibility that was imposed  
upon the people by the fathers. Not  
numbers, but brains, have triumphed in  
recent wars. It has been said, and is  
probably true, that any existing nation  
would be strangled by the withdrawal of  
10,000 of its best minds. Why? Because  
the great majority of men still lead auto-  
matic lives and contribute only force,  
which serves no better than an idle  
engine unless directed. The notion of all  
members of the human race participating  
share and share alike in its total products  
is a pleasing, no doubt, but it is the theory  
of mediocrity, which instinctively hates  
ability, resource, competition, and invari-  
ably seeks undue advantage. That is  
why Socialism is not an ideal State, but  
a morass of congested inferiority, a resting-  
place for sloth, a burial-place for  
aspiration.

(Continued at foot of next column.)

## INDIAN UNREST.

LORD CHELMSFORD'S VIEWS.

The House of Lords on October 25th  
had a long discussion on the condition of  
India and the character of Indian ad-  
ministration, in spite of a strong request  
for reticence from the Marquis Curzon,  
as leader of the House. He deprecated the  
debate raised by Lord Sydenham on the  
ground that the Viceroy in Council had  
been given full authority to deal with  
any emergency which might arise and in  
any manner he might think fit. A debate  
might have a very deleterious effect in  
India, and on the eve of the departure of  
the Prince of Wales it was most undesir-  
able that there should be a single jarring  
note.Nevertheless, in spite of this very  
urgent request, the discussion on Indian  
administration was continued by Lord  
Amphill, who took the same severely  
critical and pessimistic line as Lord  
Sydenham. The latter said that "con-  
cessions and neglect to enforce the law  
had produced race hatred to an extent  
never known before," and he reminded the  
House of Lords that in the East as soon  
as a Government is believed to have lost  
its strength it also loses its best friends.  
The great British Indian services were  
becoming disheartened, and tended to  
filter away, and in his view general effect  
of the working of the new Indian Con-  
stitution had been to increase the orga-  
nization for addition which was carried  
on under the very eyes of the Govern-  
ment.

## THE COLOUR ISSUE.

The most important and interesting  
speech of the day came from the late  
Viceroy, Lord Chelmsford, who said that  
the real root of all the unrest and agi-  
tation in India was the race or colour  
issue. All over the world the coloured  
races were revolting against the asser-  
tion of the white man, and in India  
British superiority was now being de-  
fiantly challenged. The colour question,  
indeed, was uniting all the various races  
of India against the British rule.Lord Chelmsford, however, entirely dis-  
agreed with the view that the new Con-  
stitution was to blame for the virulence  
of the present agitation. On the con-  
trary, but for recent constitutional re-  
form England would scarcely have any  
friends at all in India. Lord Chelmsford  
took upon himself all responsibility for  
that Constitution, and said that he was  
fully prepared to bear it. The high prices  
ruling for food and cloth had also made  
it much easier for agitators to inflame  
and excite the people, but, happily, the  
monsoon this year had been one of the  
best on record, and he hoped that agita-  
tion would subside under the influence of  
plenty. He regarded the Moplah rising  
as being really in the nature of a serious  
blow to Gandhi's influence.Lord Amphill saw no reason why this  
"dangerous and frenzied fanatic"—so he  
described Gandhi—should not be arrested  
now that the present Viceroy was no  
longer in sympathy with the policy of  
Mr. Montagu and Lord Chelmsford, and  
he contrasted the delay in suppressing the  
Moplah rebellion with the rapidity with  
which the far more dangerous rising in  
the Punjab had been suppressed in 1919.  
The Earl of Lytton said that the Govern-  
ment had complete confidence in Lord  
Willington and the Madras Government  
in the steps now being taken to bring the  
rebellion to an end, and Lord Curzon ex-  
pressed the view that the Viceroy and  
his Council were much better able than  
their critics in England to judge whether  
the schemes of the agitators were  
success or a failure.—Daily Telegraph.But it is no part of my intent to depict  
the merits of individualism. There is no  
need to do that in addressing a body such  
as this. Nor it is my purpose to em-  
phasize the futility of legislation as a  
means of regenerating the human race.  
I aim only to direct attention to the  
ultimate basis of all hopes of a nation.  
What constitutes a State? The poet  
answers in words that have become trite,  
but cannot be too often sung—  
Not high-raised battlement, or laboured  
mound,  
Thick wall or moated gate;  
Not cities proud with spires and turrets  
crowned;  
Not hays and broad-armed ports  
Where, laughing at the storm, rich navies  
ride.  
Not starred and spangled courts  
Where low-browed baseness waits perfume to  
pride.  
No: man, high-minded men,  
Men who their duties know,  
But know their rights, and, knowing, dare  
maintain.  
These constitute a State.  
And Sovereign Law that State's collected  
will.It was not to the machines of destruc-  
tion that Nelson sent his famous message,  
but Lawrence cried out in the agony of  
death, that Dewey gave his quiet order;  
it was to the man behind the gun. And  
so it is on the Ship of State. When we  
have done with formulating admirable  
theories, done with contemplating blissful  
visions of common service for common  
good, we can but awake awake some-  
times with a start to realization that  
the one force we have to reckon with and  
the only force we have to rely upon is  
groping, faulty, perverse, and selfish, yet  
noble and divinely human man. (Cheers.)  
We know only what we read of Hea-  
n. It may be all that it has been depicted,  
or, as Mark Twain hopefully suggested,  
merely a haven of refuge from one's  
relations. (Laughter.) We know even  
less of the other place, except that, as  
our observation indicates, it is a con-  
genial abode for those gregariously dis-  
posed. What we do know and what we  
must always bear in mind when essaying  
great undertakings on behalf of human-  
kind is this: The greatest thing in the  
world, Sir, is a man. It always has been,  
I guess it always has been—I guess it  
always will be. (Cheers.)

## INTIMATIONS

HONGKONG HOTEL AND  
REPULSE BAY.

XMAS AND NEW YEAR HOLIDAYS

SATURDAY, 24TH DECEMBER

DINNER DANCING AT REPULSE

BAY HOTEL.

BOXING DAY, MONDAY, 26TH DECEMBER

FANCY DRESS' DINNER DANCING

AT HONGKONG HOTEL GRILL

WEDNESDAY, 29TH DECEMBER

DINNER DANCING AT REPULSE

BAY HOTEL

NEW YEAR'S EVE

SATURDAY, 31ST DECEMBER

FANCY DRESS' DINNER DANCING

AT REPULSE BAY HOTEL

Sunday being New Year's Day, the above  
Dinner Dance will commence from 7.30 P.M.

MONDAY, 2ND JANUARY, 1922

DINNER DANCING AT REPULSE

BAY HOTEL

17848

"FREE of CHARGE"

DEVELOPING FILMS

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MEDITERRANEAN PORTS

&amp; LONDON.

Through Bills of Lading issued for Batavia,  
Perian Gulf, Continental, American,  
and South African Ports.TUESDAY, 27TH DECEMBER, 1921, taking  
Passengers and Cargo for the above Ports.  
Silk and Valuables and Tea for Italy, France  
and London (under arrangement) will be trans-  
shipped at Bombay into the Mail Steamer pro-  
ceeding direct to Marseilles and London.  
Parcels will be received at this Office until  
8 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars apply to—

MACKINNON, MACKENZIE

&amp; CO., Agents.

Hongkong, December 9th, 1921. [1882]

S.S. "PORTHOS"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAR-

SEILLES, in connection with above

Steamer are hereby informed that their Goods,  
with the exception of Oils, Treasures  
and Valuables, are being landed and stored  
at their risk into the Godowns and/or  
extra hazardous Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd., at  
Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon To-day requesting it to be landed  
here.Bills of Lading will be countersigned by the  
Undersigned, Goods remaining unclaimed after  
the 24th inst., at Noon, will be subject to rent  
and landing charges.All claims must be sent in to me on or before  
the 27th inst., 1921, or they will not be  
recognized.All damaged packages will be examined by  
Messrs. (Goddard & Douglas, on SATURDAY,  
24th inst., at 10 A.M.

No Fire Insurance will be effected.

B. BODENFELDER,

Acting Agent.

Hongkong, 18th December, 1921. [1930]

THE EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

THE Motorship

"INDIEN"

having arrived, Consignees of Cargo are  
hereby informed that all Goods are being landed  
and stored at their risk into the Godowns  
and/or extra hazardous Godowns of the  
Kowloon Wharf and Godown Co., Ltd., at  
Kowloon, whence delivery may be obtained  
immediately after landing.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 27th Dec., will be  
subject to rent.All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will  
be examined on any Tuesday and Friday  
between the hours of 10.45 a.m. and noon  
within the free storage period.No claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 24th Dec., will be  
subject to rent.All Claims against the Steamer must be  
presented to the undersigned on or before  
the 7th Jan., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
MANNERS & BACKHOUSE, LTD.,  
Agents.

Hongkong, December 20th, 1921. [1942]

## NOTICES TO CONSIGNEES

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID

COLOMBO AND STRAITS

THE S.S.

M. V. "GLENNAVY"

having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that all  
Goods are being landed at their risk into the  
Godowns and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company, Limited, whence, and







# THE BRITISH LEGION.

ABLE SPEECH BY BRIG. GENERAL MACNAGHTEN.

## PACIFIC COUNSELS PREVAIL.

Most people expected that a good deal of heat would be engendered, or, at any rate, that there would be a lively discussion at the meeting of the British Legion, held at the City Hall last night. But this expectation was not fulfilled. That this was so must be attributed, in large measure, to the exceedingly able speech, admirably phrased and pacific in temper, delivered by the Chairman, Brig. General Macnaghten, President of the Hongkong Branch of the Legion. The Brigadier is not usually a very ready speaker but on this occasion, without following the rather general habit of depending on a manuscript, he evidently felt a great sense of responsibility and weighing his words, he spoke from the heart and obviously made a great impression.

Another factor which helped to take the wind out of the sails of critics was that, since a branch of the Legion was formed in Hongkong, the constitution has been received from England and this shows that the Legion, directed by Earl Haig, (whose name the Chairman found to be an- to conjure with), had already approved a very wide constitution and let in auxiliary forces of all kinds. The aim of the meeting was to accept the Constitution, and members evidently felt there was nothing to be afraid of but to comply with it. The Chairman, however, got other and afterwards, perhaps, to get other branches to unite in seeking amendments, if the Constitution was found too broad.

Brig. General Macnaghten faced the possibility of other organisations of ex-service men with equanimity; he argued that none of them, necessarily, were mutually exclusive or antagonistic. There was a fairly large attendance of members. The Chairman began by remarking that in what he had to say he would be expressing only his own sentiments, and would not be committing the committee in any way. At the first general meeting he asked any who thought of bringing up any controversy for discussion to seriously consider the advisability of doing so, lest such discussion should prejudice the prospects of the British Legion at its commencement. He was grateful, and was so still, because no one spoke; although he was well aware a good many were "itching to let drive." Since then he had been aware that several ex-servicemen for some reason or other had not joined the British Legion and he realised that in an Association of this kind one could not possibly please everybody. Since the commencement of the Legion it had found many generous friends and had been able to do a lot of good to ex-servicemen and their wives and families who were down and out. "I was away from Hongkong in November," continued the Chairman, "and was rather disappointed on my return to find this somewhat acrimonious correspondence had taken place in the local press. I did think that anybody in the British Legion who had a grouse, before embarking in a campaign of that kind, could have come to me or to any member of the committee of the Legion first and then, if not satisfied, by all means go to the newspapers. Instead, a correspondence was started in the papers which has done the British Legion no earthly good. I do not think I have the honour of knowing 'Ypres' and I sincerely hope he will shortly reveal himself to me because I have much sympathy with his sentiments and congratulate him on the way he put his case—it was very lucid and very clear—but I think he has made one very great mistake, he jumped to the conclusion that we had formed our own rules for the British Legion without in any way considering the rules and regulations which govern other similar associations in England. There is not a single member who is not entitled to be one except one member of the regular forces. I am afraid we shall have to ask that gentleman to withdraw."

The Chairman continued: "I have much sympathy with 'Ypres' and other gentlemen who have similar sentiments and if Earl Haig had entrusted me with the task of forming the rules I think I should have been sorely tempted to make them a little more exclusive. But he did not ask me, nor 'Salient' who incidentally, is not a member of the British Legion. I think you must allow that there was a good deal of hot air expended to no purpose, to the detriment of the British Legion, and that correspondence was based on a misconception as to how our rules were framed out here. Before I became a business man I was in the army for 23 years. I never met a man who had the interests of the fighting man so absolutely at heart as Earl Haig. These rules and regulations, governing the constitution of the British Legion, have been approved by the British Legion, Earl Haig, and I do not think it is up to us to criticise him. If they are good enough for him surely it is not up to us to criticise them in any way. Let us forget that somewhat ill-advised correspondence in the papers and remain loyal to the British Legion. By doing so I think we shall be falling in with the wishes of the President at home."

On December 18th there was a meeting of active service men for the purpose of forming an active service men's association and I would like to thank Mr. E. H. Wilson, who opened the proceedings, for his remarks—I think I must have them correctly, the Hongkong papers are always correct. Mr. Wilson remarked: "They had no antagonism to the British Legion and did not wish to encroach on its organisation." I am grateful for that for I see no earthly harm in any of us who are members of the British Legion becoming a member of that association. At home the British Legion flourishes and yet they have their smaller associations; there is an "Ypres League" and many others of the kind. It has been suggested that ex-servicemen are not sufficiently represented on the committee and that the embryo, done, was a mistake. As to representation, I would remind you that members of the committee, realising that they had been elected in a hurry, volunteered, individually and collectively, to resign, so honestly, you cannot say it is our fault; we are here now. If there is any grievance you will have an opportunity of putting the annual meeting next month of putting things right. Personally, I shall be only too glad to hand over to the gentleman whom you elect as my successor and I can assure him of my very hearty support as a member of the British Legion—I am convinced that that is the opinion of the other members of the committee."

When the cabaret dance was over I was extraordinarily pleased, but very disappointed afterwards, to find that it was criticised. If you look through the rules from home you will find that any gentleman or ladies who are in sympathy with the objects can be honorary members of the Legion and surely, gentlemen, there can be no harm in our occasionally entertaining our friends—friends of the British Legion who have our aims and objects at heart and especially those who have contributed considerably to our finances and without whose aid we should not have been able to help those ex-service men and their dependants as we have been able to do in the last nine months. I think that, in all this discussion, people have rather lost sight of the fact that we are not here to meet for dinners and dances as to help ex-servicemen who are down and out. You know the British Legion is more or less committed to entertain H.R.H. the Prince of Wales when he comes to Hongkong and I do hope that when he comes he will not find the British Legion a house divided against itself. We shall wish to do him well and I do hope he will find a British Legion that is working together when he comes. I say once more that I see no harm in any man joining the Active Service Men's Association, if eligible to do so, but he cannot be a loyal member of the British Legion as well. Brigadier General Macnaghten quoted from a telegram received from H.M.S. "Plover" which made it clear that the Prince contemplated meeting members of the British Legion and concluded by repeating the aspiration that the Prince when he came would find the British Legion working together and not at sixes and sevens.—(Applause.)

Mr. A. M. BOWEN SMITH raised the question as to whether a Hongkong Volunteer was an ex-serviceman. If he was, Mr. Bowen Smith suggested that his admission conflicted with one of the aims and objects of the Legion—"to raise and co-ordinate funds for the purpose of assisting ex-servicemen and their dependants."

Mr. MURDOCH thought there was no objection to Hongkong Volunteers helping ex-servicemen. Mr. D. J. LEWIS: And no reason why an ex-service man should not help a volunteer who is down and out. The Chairman suggested referring the question home as making a good test case. But when the answer came back would the questioner abide by the decision, whatever it was.

Mr. BOWEN SMITH: I must say I shall lose any interest in the Legion if it includes local volunteers. "Ex-servicemen" would be flooded if all the volunteers in Hongkong joined the Legion. They could place us in a minority.

Colonel BIRCH said that at least 50 per cent. he could not give the exact percentage of the volunteers were "pukka" ex-service men, so that with their support the ex-servicemen would not be flooded.

The Secretary (Mr. H. K. Holmes) said there was a distinction between the volunteer serving to-day and one called up by proclamation during the war. The latter had served with the colours.

Mr. BOWEN SMITH thought that the wide scope of membership of the Legion was due to fear of the authorities at home that ex-servicemen might have too much power. The basis was therefore made as wide as possible in order to curb them.

The Chairman agreed with the Secretary that volunteers called up under Royal Proclamation were serving with the colours whether they carried a musket one day and used a pen in their offices the next.

Mr. A. MURDOCH: I cannot see it matters to anybody who is a member of the British Legion whether any member is a volunteer, or a man who served on an active front, provided he is entitled to be a member. If men want to form associations of men at Ypres or of gas bombers or ex-gunners, let them do so. Why they should object to a man who has only served here being able to help distressed people by subscribing to the Legion requires some explanation.

Mr. HALL DUNN thought a definition of an ex-serviceman should be obtained. The Chairman: There is no question about a volunteer who served during the war.

A MEMBER: He comes under the same category as a regular who came out for garrison duty abroad.

Mr. D. J. LEWIS supported Mr. Brutton's suggestion and the meeting agreed that the Committee should write home for a definition of an ex-service man.

The Chairman then moved that the constitution of the British Legion be accepted. Mr. HALL seconded and the resolution was carried unanimously.

Messrs. E. F. Ross and Spicer were appointed auditors and it was mentioned that the accounts for the year were about to be closed.

A MEMBER who said he was glad the meeting had closed without loss of blood, (laughter) wanted to know whether "these diehards" could not be induced to come back to the fold. Was it the case that men who served in the war were, generally speaking, all members of the British Legion in Hongkong? The Chairman: Nearly all the members have served in the war, but we have not got 22 "the Legion" all the men who served in the war, I wish we had. The Chairman suggested that an attempt be made to bring everybody in. The Chairman hoped that ex-servicemen would join the Legion in the same way that a good many members of the Legion would join the Active Service Men's Association. He hoped that the movement would be reciprocal and not one-sided. Men who joined the Legion would help the ex-service man who was down and out. The Rev. H. CLOUTON FORRE: It might be well if the meeting heard the amount of philanthropic work done by the Legion. The Chairman: If any member wants to know about the charities we have done, but for obvious reasons we cannot publish the names of the ladies and gentlemen we have had to help. Mr. A. M. BOWEN SMITH: I am sure the matter the meeting concluded.

# THE LEAGUE OF NATIONS.

DEBATE OPENED BY THE HON. MR. H. E. POLLOCK.

## ST. ANDREW'S CHURCH MEN'S ASSOCIATION.

### DISCUSSION AT KOWLOON.

The Hon. Mr. H. E. Pollock, K.C., opened a discussion, last evening, at the St. Andrew's Church Men's Association, Kowloon, on "The League of Nations, its Aims and Objects."

The Rev. G. B. Lindsay presided. Mr. Pollock began with an apology for the paucity of the information he had to lay before the meeting and remarked that he had found it extremely difficult to collect information as to the League and its achievements. Nevertheless, the speaker had been able to compile a digest of the League of Nations Covenant which occupied upwards of an hour in delivery. He reminded the meeting that the League of Nations arose from the Peace Conference at Versailles and gave the names of the "Big Five" Contracting Parties, or in non-diplomatic language, the countries subscribing to the covenant. The most notable non-signatory to the League was the United States of America, whose abstention had naturally impaired its influence and effectiveness. Neither Germany nor Hungary had yet applied for admission (which they could do under Article 1) and the League now consisted of 31 members.

The great and important objects of the League were declared, in striking language, as "to promote international co-operation and to achieve international peace and security by the acceptance of obligations not to resort to war." Other clauses spoke of "the prescription of open just and honourable relations between nations," the "firm establishment of international law as the actual rule of conduct among Governments" and "scrupulous respect for all treaty obligations in the dealings of organised peoples with one another." Observance of international law, Mr. Pollock remarked, would do away with abuses of the white flag, sinking of hospital and passenger ships and firing on field hospitals, and the use of poison gas.

He proceeded to summarise the articles of the Covenant and called attention to those of special importance, amongst others, Article 8, which dealt with the reduction of armaments and private manufacture of munitions. The members of the League undertook, at the end of Article 8, to interchange full and frank information as to the scale of their armaments, warlike preparations, etc. In Article 13 members agreed to carry out in good faith any award of the League. The penalty for a member of the League who broke the covenant was set out in Article 16. The other members agreed to subject that nation to severance of all trade or financial relations and to prohibit all intercourse. Article 18 was aimed against secret treaties and provided for all treaties being registered with the Secretariat of the League. Article 23 faced various labour, economic, trade and health problems and proposed international conventions with regard thereto.

A little information must now be given, said Mr. Pollock, as to some of the achievements of the League; it was necessarily very incomplete and in this connection it must be borne in mind that the League had only been in existence just over two years. A permanent Court of International Justice had been set up; the British representative was Lord Finlay. A new convention had been framed to suppress the traffic in women and children, and a Commission appointed to deal with the mandates question. Relaxation in restrictions of passengers' passports had been procured. A great deal had been accomplished on the philanthropic side of the League's activities in bringing some relief to a war-stricken Continent.

Through Dr. Nansen's Committee, 335,000 War prisoners had been repatriated, at a cost of £2,400,000. Measures had been taken through the League to check the spread of typhus in Eastern Europe; also to restrict the sale of opium. Another benevolent matter had been the setting up of a National Home for Armenians free from Turkish control. The League had also taken such steps as it could towards the restoration of the international credit of Austria.

The League had also dealt with the intricate Upper Silesia Question. Useful work had been done by the League in connection with the International Labour Bureaux, in regard to dangerous trades, etc. As to the limitation of armaments, there had been a disposition to leave that subject to the Washington Conference. The air question and the submarine question and the limitation of land forces and armaments still, however, awaited solution. The League proposed shortly to convene a World Conference to deal with the private manufacture of armaments and the traffic in arms, and had passed a resolution in favour of "earnest and vigorous propaganda in all countries for the reduction of armaments."

On the whole, it might be said, that the achievements of the League showed that an appreciable amount of good and solid work had been done. But much yet remained to be done, and it was necessary for the future welfare of the human race and the restoration of peace and plenty that a determined and organised effort be made to secure world-wide co-operation between the nations for the general good of all.

Asking, finally, what form world-wide co-operation could take, Mr. Pollock remarked that some of the proposals made in the Covenant of the League of Nations, embodied in part the answer, but they were weakened by the fact that important states were not members of the League. The provisions of the League, to become really effective needed behind them the driving force of the educated public opinion of the peoples concerned.

Mr. Pollock concluded by urging the development of education in the absolute economic wastefulness of warfare and its undesirability even from the victor's point of view. He laid stress, also, on the interdependence of the nations, the need for thinking internationally and the desirability of international free trade. (Continued at foot of next column.)

# SPORT.

## FOOTBALL.

### HONGKONG LEAGUE.

#### 1st DIVISION.

##### S.C.A.A. v. "TAMAR."

The following players will represent the S.C.A.A. in their match against the Tamar on Saturday, the 24th inst. on the South China ground, at 4 p.m.:—Lau Hing Chung, Chan So, Fung Tai, Chung Wing Shing, Leung Tai Fong, Leung Yuk Tong, Lau Tak Chung, Kwok Po Kan, Wong Pak Chung, Ip Kau, Chu Kwong Yung.

### UNITED SERVICES LEAGUE.

Yesterday's results were:—H.M.S. Hawkins... 2 H.M.S. Titania... 1  
H.M.S. Tamar... 5 H.M.S. Merlin... 0  
H.M.S. Ambrose... 1 H.M.S. Marazion 0

The teams for the charity matches are:—International match, England v. Scotland, Monday, December 26th, on the Club ground, kick-off at 4 p.m.

ENGLAND (Whites):—Bry (Cairo), Trevett (Wills) and Lt. R. A. Moore (Wills), M. L. Bailton (Club) (Captain), Hudson (Tamar) and Wilkins (Titania); Savage (Ambrose), Duval (Ambrose), Menham (Wills), Swanborough (Wills) and E. G. England (Club).

Reserves: Lelliott (R.G.A.), Hill (Tamar) and Amor (Wills).  
Linesman: W. E. Hollands (Police).  
SCOTLAND (Blues):—G. Rodger (Club), W. C. Gerrard (Club) and J. Rodger (Club) (Captain); Weyman (Kowloon), J. Stewart (Club) and J. W. R. McPhail (Club); H. McTavish (Club), A. Forsyth (Police), Stevenson (Cairo), Pearson (Police) and Robertson (Police).  
Reserves: Clark (Police), Forbes (Police), McClurg (Cairo) and S. D. Begg (Club).  
Referee: Mr. Jones (Royal Navy).

Tuesday, December 27th.—Club ground at 4 p.m., United Services v. South China.

UNITED SERVICES (Blues):—Mitch (Tamar) (Captain); Burke (Cairo) and Thomson (Cairo); Parker (Ambrose), Lelliott (R.G.A.) and McClurg (Cairo); Hill (Tamar), Townsend (R.E.), Grant (Tamar), Harris (R.G.A.) and Amor (Wills).  
Reserves: Warren (Wills), Coupland (R.E.) and Batterham (Ambrose).  
Referee: W. E. Hollands (Police).  
Linesman: Mr. Jones (Navy) and Mr. R. M. Omar (St. Joseph's).

### RUGBY FOOTBALL.

The following will meet on Saturday, December 24th at Happy Valley. Kick-off, 4.15 p.m.:—

ENGLAND.—Lt. King; Lients Landale, Freeman, Cobley, Bell, Chevalier and Huson (Navy); G. G. N. Tinson (capt.), C. J. Cooper, H. Dugan, A. G. Lamplugh (Club) Lients Varr-Brown, Gilbert, Galpin (Navy); H. J. Mortimer (Army).  
Colours—Blue.

THE WEST.—J. D. McClatchie (Club); Lient, D'Aeth (Navy); A. M. D. Wallace (Club), Mids, Murrison, Lient, Croome (Navy); P. Emerson and C. Davies (Army); Lients Graham (capt.), Menzies, Reeves, Riddell, Kiddson, Mids, Morgan, Teler, Burke, (Navy) D. Logan (Club). Colours—Blue and White.  
Referee, Commr. McEwen, R.N.

### GOLF.

#### ROYAL HONGKONG GOLF CLUB BOGEY POOL.

The result of the Bogey Pool played over the last week-end is as follows:—  
H. U. Ireland ..... 2 up  
E. R. Buckland ..... 1 down  
A. H. Ferguson ..... 2  
G. M. Dodwell ..... 2

### POLO.

The final match for the "Kovli Cup" will be played this afternoon (22nd inst.) at 4 p.m., between teams representing the Army and Civilian, and a good game is anticipated. The teams are:—

CIVILIANS.  
Lt. R. P. Beaven 1 P. A. Cox ..... 1  
Lt. C. Sargeant 2 J. E. H. Bibby ..... 2  
Lt. J. M. Doughton 3 J. Bell-Irving ..... 3  
Maj. Timmis, back Brig.-Gen. E. B. Macnaghten ..... 4

As already mentioned in the advertisement columns, Lt. Col. Wyndham and officers of the 2nd Wiltshire Regiment will be at home on the Polo ground to their friends. The Band of the Wiltshire Regiment will render selections.

### WON IN A RAFFLE.

#### EUROPEAN FINED FOR "IMPORTING" CIGARETTES.

A win in a raffle brought Mr. P. H. Cobb before the Magistrate (Mr. Lindell), yesterday. The defendant was summoned for importing 12 tins of "Jade" cigarettes without paying the duty.

Mr. Cobb, who had just arrived in the Colony on the S.S. Hailong, bought a ticket for \$9 in a small raffle at Pootung and won 12 tins of cigarettes. Mr. Cobb did not smoke cigarettes so he put the tins in his bag, where they still were when he landed. Leaving his baggage in charge of his servant he came ashore, but a Revenue Officer, in searching the baggage over which the Chinese servant was keeping guard, discovered the cigarettes and preferred a charge against the owner.

Mr. Cobb, in explanation, said he had not given the question of importing tobacco without a licence a moment's thought. A fine of \$25 was imposed.

At the conclusion of the address various questions were asked and on the motion of the Chairman, a vote of thanks was accorded Mr. Pollock for his interesting address.

# XMAS GIFTS

- | LADIES        | GENTS.             |
|---------------|--------------------|
| TOILET SETS   | HAIR BRUSHES       |
| TRINKET BOXES | THERMOS FLASKS     |
| MANICURE SETS | SAFETY RAZORS      |
| SCENT BOTTLES | STROPS             |
| PUFF BOXES    | CIGARETTE CASES    |
| BUTTON HOOKS  | SPIRIT FLASKS      |
| SALTS BOTTLES | EVER SHARP PENCILS |
| CARD CASES    | CALENDARS          |
| CHAIN BAGS    | CIGAR LAMPS        |
| PHOTO FRAMES  | TOBACCO BOXES      |
| VANITY CASES  | INKSTANDS          |
| MIRRORS       | BRIDGE BOXES       |
| STERLING      | SILVER             |

# TOY BAZAAR

1ST FLOOR

## LANE, CRAWFORD & CO.

WE CLOSE AT 6 P.M. THIS WEEK

# MANDER BROTHERS

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### WATER PAINTS

Particulars and shade books on application.

SOLE AGENTS:

## LANE, CRAWFORD & CO.

Tel. 1741. HONGKONG

# XMAS PRESENTS

FOR THE KIDDIES

## BUBBLE BOOKS

CONTAINING 3 RECORDS

WITH STORIES

## NURSERY RHYME BOOKS

WITH MUSIC

ETC.

AT

## ANDERSON'S

# Powell

TELEPHONE 3146

## XMAS PRESENTS

THAT YOU ARE LOOKING FOR

These you cannot do better than purchase at our store. We have a well assorted selection of useful presents for Gentlemen, that are sure to please.

These include, besides many others:

TIES	DRESSING GOWNS
SOCKS	SILE AND WOOL SOARVES
HANDKERCHIEFS	FITTED DRESSING SUIT
GLOVES	AND WRITING CASES
UMBRELLAS	WALKING STICKS

WE INVITE INSPECTION.

For the convenience of Customers our Store will remain open until 6 p.m.



## NEW ADVERTISEMENTS

## BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1918 the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY and TUESDAY, the 26th and 27th instant.

[1946]

## A. S. WATSON &amp; CO. LIMITED,

ON SATURDAY, 24th DECEMBER all Departments will be open for business until 6 P.M.

## A. S. WATSON AND CO. LTD.

Hongkong 21st December 1921. [1949]

## G. R.

IMPORTS AND EXPORTS OFFICE.  
CHRISTMAS AND NEW YEAR HOLIDAYS.

THIS Department will be entirely CLOSED on SUNDAY, the 25th December 1921, and 1st January, 1922. It will be open for all purposes till 12 noon on MONDAY the 26th December, 1921, and on TUESDAY, the 27th December, 1921, and for payment of Liquor and Tobacco Duties only on Tuesday the 27th December, 1921.

Licensed Warehouse will be entirely closed on those dates.

## N. L. SMITH,

Superintendent,  
Imports and Exports.

Hongkong, 21st December, 1921. [1953]

## NOTICE.

I HAVE SOLD my DRAPERY SHOP Stock-in-trade at No. 13, Rua Central, Macao, to Mr. J. H. BEJONJEE as from 1st December 1921. Notice is hereby given that all Accounts due to me must be settled within 90 days and also any Accounts due by me must be presented also within 90 days for settlement.

## E. SOOMAR,

Macao, 21st December 1921. [1946]

## ROYAL HONGKONG GOLF CLUB.

## FANLING

KMAS HOLIDAYS.  
Dec. 24th-25th—Men's Entry Po Course.

Dec. 26th p.m.—Mixed Fouromes, New Course.

Dec. 27th p.m.—Ladies and Men's Driving Approaching and Putting Commencing at 2 p.m. 10th Tee and 18th Green New Course.

Medal and Tombstone Competition. Players must start before noon.

Small souvenir cups will be presented to winners of Medal, Tombstone and Mixed Fouromes Competitions.

Entrance Fees:—Bogey Pool 50 cts per card. Medal and Tombstone \$1 each. Mixed Four-ome \$1 per pair. Post entries.

[1950]

## WISEMAN LTD.

Owing to removal a reduction of

20 %

is being made on

TOM SMITH'S CRACKERS

SANTA CLAUS STOCKINGS

and all.

FANCY BOXES OF CHOCOLATES.

Our Stock must be cleared.

Telephone 407

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"DEUCALION" FROM NEW YORK.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 21st December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 27th Dec., will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 10th Jan., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents,  
Hongkong, December 21st, 1921. [1943]

## ON SALE

BOUND VOLUMES OF THE HONGKONG

WEEKLY PRESS, January to June

1921

With Index, Price \$7.50.

On sale at the Hongkong Daily Press Office

## NEW ADVERTISEMENTS

## G. R.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on WEDNESDAY, the 28th day of DECEMBER, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND at Lugard Road in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents	Annual Rental	Upset Price
1	1/2 Acre	1/2 Acre	10,000	1,000
2	1/2 Acre	1/2 Acre	10,000	1,000
3	1/2 Acre	1/2 Acre	10,000	1,000
4	1/2 Acre	1/2 Acre	10,000	1,000
5	1/2 Acre	1/2 Acre	10,000	1,000
6	1/2 Acre	1/2 Acre	10,000	1,000
7	1/2 Acre	1/2 Acre	10,000	1,000
8	1/2 Acre	1/2 Acre	10,000	1,000
9	1/2 Acre	1/2 Acre	10,000	1,000
10	1/2 Acre	1/2 Acre	10,000	1,000

## G. R.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on WEDNESDAY, the 28th day of DECEMBER, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND at Coronation Road in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents	Annual Rental	Upset Price
1	1/2 Acre	1/2 Acre	10,000	1,000
2	1/2 Acre	1/2 Acre	10,000	1,000
3	1/2 Acre	1/2 Acre	10,000	1,000
4	1/2 Acre	1/2 Acre	10,000	1,000
5	1/2 Acre	1/2 Acre	10,000	1,000
6	1/2 Acre	1/2 Acre	10,000	1,000
7	1/2 Acre	1/2 Acre	10,000	1,000
8	1/2 Acre	1/2 Acre	10,000	1,000
9	1/2 Acre	1/2 Acre	10,000	1,000
10	1/2 Acre	1/2 Acre	10,000	1,000

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## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on WEDNESDAY, the 28th day of DECEMBER, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND on new road Bowen Road to Wanchai Gap, in the Colony of Hongkong, for a term of 21 years.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents	Annual Rental	Upset Price
1	1/2 Acre	1/2 Acre	10,000	1,000
2	1/2 Acre	1/2 Acre	10,000	1,000
3	1/2 Acre	1/2 Acre	10,000	1,000
4	1/2 Acre	1/2 Acre	10,000	1,000
5	1/2 Acre	1/2 Acre	10,000	1,000
6	1/2 Acre	1/2 Acre	10,000	1,000
7	1/2 Acre	1/2 Acre	10,000	1,000
8	1/2 Acre	1/2 Acre	10,000	1,000
9	1/2 Acre	1/2 Acre	10,000	1,000
10	1/2 Acre	1/2 Acre	10,000	1,000

## G. R.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on WEDNESDAY, the 28th day of DECEMBER, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND at Junction of Pak Hoi Street and Canton Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents	Annual Rental	Upset Price
1	1/2 Acre	1/2 Acre	10,000	1,000
2	1/2 Acre	1/2 Acre	10,000	1,000
3	1/2 Acre	1/2 Acre	10,000	1,000
4	1/2 Acre	1/2 Acre	10,000	1,000
5	1/2 Acre	1/2 Acre	10,000	1,000
6	1/2 Acre	1/2 Acre	10,000	1,000
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9	1/2 Acre	1/2 Acre	10,000	1,000
10	1/2 Acre	1/2 Acre	10,000	1,000

## INTIMATIONS

## NOTICE.

WE have just received another shipment of "DUNHILL" PIPES. They are in various shapes. Most suitable as a Xmas gift.

TABACQUERIA FILIPINA,  
Queen's Road, Central. [1928]

## NOTICE.

WE have this day REMOVED our Office to No. 6, DES VOEUX ROAD, above the Bank of Canton Ltd.

ARRATON V. APCAR & CO.  
[1865]

## NOTICE OF REMOVAL.

WE have REMOVED our Office from No. 21, Li Yuen Street to No. 107, WING LOK STREET, the Office of Messrs. HUI FAT & CO., who are our General Managers.

LONGLY & CO.  
Coal Merchants, Ship-Chandlers,  
Ships' Comprodeors and Stevedores. [1943]

## POLO MATCH.

I T. COL. J. B. WYNDHAM and the Officers and Wiltshire Regiment will be "At Home" to their friends on the Polo Ground, Causeway Bay at 4 P.M. THURSDAY, December 22nd, 1921, when the Final for the K.O.Y.L.I. Cup will be played—THE CIVILIANS Versus THE ARMY. The Regimental Band will play selections during the afternoon. [1944]

## NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 1066 for 5 Shares Nos. 63091/63095 Certificate No. 1067 for 1 Share No. 63096 Certificate No. 1068 for 1 Share Nos. 63095/63098 standing in the Society's Register in the name of JULIO DINZ OUTEIRO DA SILVA of Canton, have been LOST, and if at the expiration of one month from the date hereof the above documents be not forthcoming the same will be deemed cancelled and of no effect, and NEW CERTIFICATES for the said Shares will be issued by the Society.

C. MONTAGUE EDE,  
General Manager.

Hongkong, 23rd November 1921. [1810]

## THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

PAYMENT OF FINAL DIVIDEND OF SHARES FOR THE YEAR ENDING, 30TH JUNE, 1921.

JUNE, 1921.

THE BOARD having declared a FINAL DIVIDEND of 12% (Twelve per cent) free of Income Tax, for the year ending 30th June, 1921, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will on payment their dividends on presenting No. 19 Coupon of the Bearer Shares and Dividend Warrants on the following Banks at Shanghai or Canton.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

THE RUSSO-ASIATIC BANK.

THE BANQUE BRUNEL POUR L'ETRANGER.

The Payments will be made in either Dollars or Taels, as the holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGERS.

KAILAN MINING ADMINISTRATION [1938]

## PREPAID "WANTED" ADVERTISEMENTS

Leads are lying at this Office for

Boxes OK, EX, LM, LN, LB, LT, LV, LW, MA, MK, MZ, NB, NP, A

FOR SALE or TO LET—The residence "Kailan" Mount Kailan The Peak Area 1954 sq. ft. Possession 1st January 1922. Apply Box OD, c/o Daily Press Office. [173]

FOR SALE—Two Circular Steel Tanks, built in 1918 by the Hongkong and Whampoa Dock Company. Capacity Five Tons, Length 10 feet, Diameter 3 feet 3 inches. Apply to DOUGLAS STEAMSHIP CO., Ltd., 20 Des Voeux Road Central. [176]

WANTED—Position by Britisher with 8 years' business experience, in any capacity. No objection to Outports. Apply Box OE, c/o Daily Press Office. [175]

WANTED—ASSISTANCE given in England end of March or beginning of April, or would accept passage to South Africa (Cape Town). Apply Box UA, c/o Daily Press Office. [181]

## TO LET.

FLOORS in the New Bank Building, 4, Des Voeux Road Central.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1830]

## INTIMATION

## AT

## WATSON'S

You will experience no difficulty in making choice of suitable articles for the

## CHRISTMAS SEASON.

The choicest selection of PERFUMES from the best London, Parisian and American houses—in elegant bottles and handsome cases.

WATSON'S YE OLD ENGLISH LAVENDER WATER;

"SILVER BELL"

EAU DE COLOGNE

in special and Silver mounted bottles.

SILVER-MOUNTED AND PLATED GOODS.

MANICURE SETS, GILLETTE & AUTO STROP RAZOR SETS, MIRRORS etc. etc.

CONFECTIONERY of the finest quality, including:

FOSS (Bosto U.S.A.)

CADBURY & Co's CHOCOLATES

FRYS in fancy artistic boxes &c. &c.

WINE AND SPIRIT DEPARTMENT. The finest brands of Wines, including Champagne de St. Marceaux, Fine Old Ports and Sherries. Very Old Liqueur Brandy, Liqueurs of all kinds Watson's Celebrated "E" Whisky etc. etc.

Special cases put up to order,

A. S. WATSON & CO. LTD.

Alexandra Buildings

HONGKONG OFFICE: 10A, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 21st, 1921.

## ELECTRIC TRAMWAY ENTERPRISE IN CHINA.

PEKING, like Canton, has its tramway question. A concession for the construction and operation of an electric tramway system in Peking was granted to the Banque Industrielle de Chine and certain Chinese capitalists. A long petition from residents of Peking has recently been presented to the Ministry of the Interior praying for the cancellation of the concession. The financial difficulties of the French bank form one of the grounds for this action, but a Chinese news agency report says: "The best plea utilized by the petitioners against the French interests is that since the commencement of the running of the electric tramways in Tientsin, after the Boxer Rising of 1900, many innocent natives have been killed by the tramway without adequate compensation or penalty being administered, to the Franco-Belgian Company in Tientsin, not to mention the great inconvenience experienced by the people at the hands of this foreign corporation, and the petitioners say that as Peking is the metropolitan capital of the Chinese Republic, no French or any other capitalists should be permitted to get a controlling interest in the electric tramway company; otherwise, they anticipate very serious consequences." This, however, is not to say that they do not want electric tramways. The petition makes it quite clear that the Chinese want the tramways, but they want also to have entire control of them. They tell the Government that they can secure the necessary four million dollars for the tramways at once, without outside assistance, and they demand full participation in the organization and administration of the Peking Electric Tramway Co. in the hope of shaking off the French interest altogether." In other words, now that all the details of the scheme prepared by foreign engineers have been disclosed, they want to rob foreign enterprise of

the rewards, which they perceive such a scheme promises. It is not explained in the petition whether the petitioners hope to run electric trams in Peking without "killing natives" occasionally, or whether it is that they are perfectly willing to bear what they regard as more adequate pains and penalties for accidental casualties than the foreign company at Tientsin is said to have been called upon to bear. It can hardly be hoped that accidents and fatalities will not happen occasionally in Peking, as they do in other parts of the world where motor-driven vehicles are in use, and should the Canton standard of penalties be enforced in Peking it can be confidently predicted that there would be a speed end to the enterprise by whomsoever it may be run.

## "OF MORE VALUE THAN WRITTEN TREATIES."

Mun has been said and written in recent years concerning the influence which America has acquired in China by the policy she has pursued for the education of Chinese in American schools and colleges. Another method of extending this influence was discussed recently in a lecture delivered at Peking by Rear-Admiral BULLARD, who commands the Yangtze patrol of the United States Navy. The Admiral said he had been preaching for years the doctrine that the free dissemination of news throughout the world would be of more value than any written treaties; if people in Peking knew what people in London, Paris, Rome and Washington, or even in Canton, were thinking, it would be easier for them to think alike. He told his audience—which was a gathering of members of the International Press Union—that owing to the insistence of several American gentlemen who had visited Japan and China, attention had been called to the necessity for distributing more news in Japan and China, and as a consequence Congress had enacted legislation requiring all the high-powered naval radio stations to forward news for the various Press organizations at a cost not exceeding that of the actual power consumed. Under this arrangement it had been possible to send Press messages to Cavite (Philippine Islands) at a cost of little over five cents per word, as compared with the commercial press rate of twenty-five cents per word. This, he remarked, was really a subsidy, but it was an indirect subsidy and done for national purposes. Americans were anxious to see American news edited by Americans, and this was the result. News sent to Cavite is first picked up at Honolulu, where seven or eight American newspapers are served; it is then picked up at Guam, and again at Cavite. In view of the low rate at which the news is carried to Cavite, the Associated Press gives the news to the Navy, free, and that news is broadcasted for ships off the China coast and for such stations as could receive and use it in a legitimate manner. As an illustration of the low cost of this service, Admiral BULLARD stated that in view of the refusal of the Japanese to receive wireless messages from Guam, the news is transmitted thence to Japan by cable, the cable company, after greatly reducing its rate, charging the Associated Press twelve cents per word for this short distance. America has recently gone a step further and is sending news from Cavite to Indo-China, Annam and the Dutch East Indies. She has also introduced a Press service on her own coast to Porto Rico, Panama and Curacao, and Admiral BULLARD looks forward to seeing these various circuits linked together in a service which will encircle the globe.

Unfortunately for the hopes entertained by Admiral BULLARD, China has recently successfully objected to Americanisation or Europeanisation by a method at once so simple and cheap. The agreement regarding the radio stations in China into which the Chinese delegates persuaded the Far Eastern Conference, provides that the foreign stations in China shall be limited to sending and receiving Government messages; and shall not receive or send commercial, personal, or unofficial messages. Press messages are expressly included. China, of course, has radio stations of her own which can receive these messages, (even Hongkong's little installation at Cape d'Agulhar can receive them), but whether she will agree to distribute them "at a cost not exceeding the actual power consumed" remains to be seen. But even if the propaganda in China costs America a little more, we have no doubt it will be continued. He who runs, whatever his nationality, may read the lesson thereof.</



## CABLES.

## LATEST CABLES.

## THE NAVAL RATIO.

## CORRESPONDENCE BETWEEN MR. HUGHES AND M. BRIAND.

WASHINGTON, December 21st.

Correspondence between Mr. Hughes and M. Briand with reference to the French attitude on the naval ratio question was officially published by the Secretary of State on December 18th. It recapitulated the agreement reached by the Big Three, cabled on December 18th, and points out that if France made the same sacrifices as the other Powers her capital ship tonnage would be 103,000, but the Big Three were willing that she should have 175,000 in order to prevent her scrapping Dreadnoughts. It shows thereafter that the relative strength sought by France would actually have become much less if the Big Three had not entered the agreement and had continued shipbuilding.

M. Briand wired on December 18th from London replying to Mr. Hughes. He defers to the latter's views as regards capital ships but says that he cannot accept reductions in defensive ships corresponding to those for capital ships as the former are necessary for the protection of the colonies.

## EARLIER CABLES.

## GREATER OPTIMISM PREVAILS AT WASHINGTON.

LONDON, December 20th. There is greater optimism at Washington in regard to the success of the Conference now that the misunderstanding arising out of France's eleventh-hour naval demands has been partially cleared up.

The modified French viewpoint, as explained to Reuters by M. Briand, is that France is quite ready to come to an understanding in regard to offensive armaments, but is specially interested in the question of cruisers, submarines and destroyers for defensive purposes.

## BRITAIN'S POSITION RESPECTING SUBMARINES.

In regard to the question of submarines, with which the Conference is about to deal, it is understood that the British delegation will press for total abolition. If this is generally opposed, Britain will strongly urge the reduction of submarine tonnage originally proposed by the Americans, and, if the other Powers insist upon large submarine forces, the British will probably point out the necessity of Britain building a large force of modern anti-submarine craft.

WASHINGTON, December 20th. The British delegation has formally accepted that a plenary session be held on Wednesday or Thursday to enable Britain to present her case for the abolition of submarines.

## DISARMAMENT COINAGE.

WASHINGTON, December 20th. The Disarmament Conference will be conducted in a new coinage of dollars, which President Harding has just approved. The obverse side will bear the usual head of Liberty, while the reverse will have a large eagle perched upon a broken sword and clutching an olive branch bearing the word "Peace." The background will be the rising sun, depicting the new era.

## FRANCE ACCEPTS CAPITAL-SHIP RATIO.

WASHINGTON, December 20th. The French delegation has accepted 175,000 as battleship tonnage, subject to reservations on all other points.

M. Briand's reply to Mr. Hughes, accepting the battleship ratio, emphasizes that capital ships are attacking craft, whereas light cruisers, destroyers, and submarines are defensive.

## THE IRISH TREATY.

## DAIL EIREANN AGAIN DEBATES IN SECRET.

LONDON, December 20th. Dail Eireann resumed its sittings this morning, when there were again heated debates for and against ratification of the treaty.

The Dail this afternoon resumed its secret session to hear the Minister for Defence on military matters.

## WITHDRAWAL OF TROOPS CANCELLED.

Arrangements for the withdrawal of troops from Ireland has been cancelled, owing to the uncertainty whether the Dail will ratify the treaty.

## MEXICAN OIL TAXATION.

## GOVERNMENT GRANTS AMERICAN COMPANIES TIME EXTENSION.

MEXICO CITY, December 20th. The Mexican Government has granted a delay till January 35th for the payment of production and export taxes due from American oil companies. In Mexico amounting approximately to twenty-two million pesos.

## RAILWAYS REDUCE FREIGHTS.

LONDON, December 20th. With a view to re-stimulating trade, the railways announce an important reduction of freight rates for coal, iron, and steel.

## LATEST CABLES.

## THE SHANTUNG QUESTION. JAPANESE AWAIT INSTRUCTIONS FROM TOKIO.

WASHINGTON, December 21st.

After the Japanese delegates had declared it necessary to obtain instructions from Tokio regarding the entire Shantung question the Sino-Japanese conversations thereat were adjourned sine die without agreement being reached respecting the control of the Tsingtao-Tainanfu Railway.

## DUTCH EAST INDIES LOAN. A NUMBER OF OBJECTIONS OFFERED.

THE HAGUE, December 21st.

The provisional report of the Second Chamber Committee on the Dutch East Indies Loan shows that a group of members object to the loan in foreign currency, fearing difficulties regarding the redemption and payment of interest in the event of an alteration of exchange. They also fear that America may tend to acquire influence in the East Indies which might entail unfavourable consequences. They considered 7½ per cent. interest too high. The majority are of opinion, however, that the Bill is the only means of avoiding too high a floating debt without excessively inconveniencing the Netherlands financial market.

## BANQUE INDUSTRIELLE. RESCUSSION SCHEME REPORTED AND DENIED.

LONDON, December 21st.

A resuscitation scheme for the Banque Industrielle de Chine is reported from Paris. Broadly, it consists of the application of money unpaid to France in connection with the Boxer Indemnity to the re-establishment of the bank.

## KRUPP'S PROFITS. NINETY-EIGHT MILLION MARKS.

BERLIN, December 21st.

Krupp's report shows net profits of ninety-eight million marks compared with seven-nine million last year. Steel production reached sixty per cent. of the pre-war total.

## EARLIER CABLES.

## RUSSIAN RELIEF. ITALY VOTES 6,000,000 LIRE.

ROME, December 20th.

In the Chamber, the Foreign Minister introduced a bill appropriating six million lire for relief of the famine in Russia although he strongly protested against the inhumanity of the Soviet Government in hindering repatriation of Italian prisoners and refusing to allow an Italian mission to proceed to Russia.

## U.S. GRANTS \$28,000,000.

WASHINGTON, December 20th.

The Senate has passed the Bill already passed by the House of Representatives granting \$28,000,000 for the relief of starving Russia.

## ANGLO-FRENCH CONFERENCE. EXAMINING THE STATE OF THE REPARATIONS ACCOUNT.

LONDON, December 20th.

The Anglo-French conference was resumed at Downing Street at mid-day and lasted an hour. A communiqué says that the conference continued the examination of the state of the reparations account, conditions in Germany, and the resources available to meet German obligations, also means of improving the general economic conditions of Europe. The experts will meet again in the afternoon to consider further the figures.

## OVERSEAS CHINESE. APPEAL TO STUDENTS TO SUPPORT THE HOMELAND.

LONDON, December 20th.

Mr. Chao Hsin-chu (Changé d'Affaires in Dr. Wellington Koo's absence at Washington) addressed a dinner of the Overseas Chinese Society and said that China resembled a ship in a storm when some passengers were still fighting each other for personal advantage. He appealed to the students who had better educational opportunities than their brethren in China, to serve the homeland, which needed them.

## GROWING FRENCH EXPORTS.

PARIS, December 20th.

Imports into France during the first eleven months of 1921 are valued at F.20,394,000,000, the tonnage being 22,776,000 compared with 45,176,000 in 1920. Exports amounted to F.18,370,000,000, the tonnage being 22,633,000 compared with 11,667,000 in 1920.

## AMERICAN FINED. ALLEGED SMUGGLING OF CHAMPAGNE AND LIQUEURS.

The hearing of an alleged smuggling case occupied the attention of Mr. J. B. Wood at the Magistracy, yesterday morning when George Washington Drollette, a American, aged 50, travelling supervisor for Singer's Sewing Machine Co., residing at the St. George Hotel, was charged with being in possession of 72 quart bottles of champagne, 5 bottles of liqueurs, 2 bottles of cherry brandy, 2 bottles of dry gin, 1 bottle of vermouth, 1 bottle of whisky and 1 bottle of pepper for which duty had not been paid at Blake Pier.

Mr. N. L. Smith, Superintendent of Imports and Exports, prosecuted.

Mr. E. J. Grist appeared for the defendant.

The first witness called for the prosecution was Sgt. Knolls who said while on duty on Blake Pier on Sunday he saw some coolies rolling up the steps of the pier a heavy box which had been landed from a sampan. He heard some body call "Sergeant." Witness turned round and saw the defendant who addressed him saying "I have seventy-two quart bottles of champagne on which no duty has been paid." He also said that the champagne was for personal consumption. Witness said: "You had better come to the Revenue Office."

Defendant said: "I have seventy-two quart bottles of champagne on which no duty has been paid." He also said that the champagne was for personal consumption. Witness said: "You had better come to the Revenue Office."

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## WOMEN IN CHINA. A CHINESE WOMAN DELEGATE AT GENEVA.

An address was given yesterday by Miss Zung Wei-tung at the Helena May Institute on "Women and Children in Industry." Miss Mackay presided.

Miss Zung first reviewed for her audience the two conferences which she has just attended at Geneva, the Working Women's Congress, and the International Labour Conference, held under the aegis of the League of Nations. She explained that the Women's Congress was not held under the League of Nations, but the working women of the world thought it would not be fair for men to decide so many questions in regard to women and children; and so the women gathered themselves together to discuss the same matters that would be brought before the International Labour Conference, with a few other subjects peculiar to their sex.

As to her own position as representative of China, Miss Zung explained that the Y.W.C.A. by whom she was sent, was not a working women's organization; but last year the Working Women's Federation sent an invitation to China, asking that country to send a representative of its working women's organizations, through the Y.W.C.A. Probably everyone knew that at present there were no working women's organizations in China in the true sense of the term. There were guilds, but no organizations as understood by the West.

Miss Zung read the Federation's invitation to China, which touched on the reforms being sought in the West, including shorter hours, abolition of night work, and provision for proper rest.

Miss Zung confessed that she felt, as any Chinese man or woman would have felt, ashamed when she heard, at Geneva, representatives of nations smaller and much less important than China report what had been done for their women manual workers. When she was asked to get up and say a few words about conditions in China, she told them what she knew. She could not tell them very happy stories if such were not true and in recounting the operation of regulations for the benefit of women workers in China her task was quite simple, because there were no regulations.

Miss Zung said she was very happy, arriving from Europe three days ago, to touch at this part of the country. The first thing she heard was that the British Government here and the Hongkong people, including Chinese, had already done much to improve the conditions of the workers, especially in one particular, child labour. If she had known that before she went to Geneva she could have taken the message from here to the Congress and perhaps the delegates from other countries would have been happier. She felt glad to think that her countrywomen and children living in this Colony had the benefit of protective legislation. She looked for the time when China would do similarly. With the example of this Colony and of trusted that day was not far distant. Canton before them she felt that other parts of China would follow.

The Hon. Mr. H. E. Pollock moved a vote of thanks to the lecturer, which was carried with applause.

The defendant then told the Magistrate that he was acting in behalf of several well-known persons in Hongkong. These gentlemen knew that he was going to Saigon and asked him to get the wines there, because they were cheaper for him. One half of the liquor was not for himself.

The Magistrate: This is a serious matter. Why didn't you explain to the Revenue Officer that you had the liquors in your bags before he asked to see them?—He never asked me to declare.

Continuing, defendant explained to the Magistrate that at the suggestion of a Chinese in Saigon he put the champagne into two large boxes so as to save room.

The Magistrate: I am not troubled about the champagne. I believe that you intended to declare them; the trouble is with the liquors.

Defendant said that he was advised on board ship to take the goods away with him; if he did not he would have to pay for an extra sampan. They told him it was often done, and he called up a Revenue Officer on shore.

The Magistrate: If Inspector Grimmett had not mentioned the suit cases I am convinced nothing more would have been heard about the liquors.

Mr. Grist: But, your Worship, I cannot imagine any man in his senses, with all his baggage, under the Revenue Officer's control, doing such a thing deliberately.

The Magistrate: Well, I must believe that he did do it.

Mr. Smith said that he had been approached by some of the leading wine merchants in Hongkong regarding this case. These merchants paid large licenses and had enormous expenses in opening up their businesses. Yet the trade was dead, owing to the smuggling that was constantly going on.

The Magistrate: I have no reason to doubt the man's evidence so far as the champagne is concerned.

Mr. Smith: But your Worship must admit that he made a technical error.

The Magistrate: Oh, yes, there will have to be a conviction for the whole lot.

Mr. Smith pointed out that if he had asked the police on board he would have been given accurate information.

The Magistrate: I think he found this police as soon as he could.

Mr. Smith: The Police Sergeant found him on the goods was \$140.

The Magistrate, in giving his decision, fined Mr. Drollette \$150 and ordered the liquors to be confiscated.

Mr. Smith: Not the champagne your Worship?—No.

Mr. Smith: But he will have to pay duty, your Worship?—Oh, yes, certainly.

## SHIPBUILDING IN 1920-21. LLOYD'S REPORT.

Lloyd's Register of Shipping says:—

Fast records might be searched in vain to discover a period in which so many adverse conditions have combined to the disadvantage of the shipbuilding industry as in the period which has elapsed since the termination of the war.

An immense volume of shipping was added during the past three years to the mercantile marines of the allied and neutral nations, and a large number of ex-enemy vessels became available for international commerce at a time when employment for tonnage was decreasing.

The trade boom which followed the Armistice suddenly collapsed, leading to a rapid and heavy fall in freights, and the absence of remunerative employment was followed by the laying up of large numbers of vessels.

Consequently, the various industrial disputes impeded progress towards more economical working, so that the cost of production has remained at a very high level, and with the glut of tonnage in the market there is little or no inducement to the owners of ordinary cargo steamers to incur the responsibility of ordering new vessels.

In these circumstances it is not surprising that the amount of new tonnage ordered by Lloyd's Register during the course of the year ended 30th June, 1921, shows considerable diminution, the figures reading 911 vessels of 3,224,130 tons gross, equal to a reduction of 25 per cent. on those for the previous twelve months.

It is noteworthy, however, that notwithstanding this decrease, the total tonnage ordered by Lloyd's Register during the present year represents a higher percentage of the West's output than the average of previous years.

As regards uncompleted tonnage at the end of June last, the Society's returns indicate that vessels totalling 4,235,511 tons gross were being built in the world under the inspection of Lloyd's Register.

This figure, however, includes about 704,000 tons on which work was suspended from one cause or another, so that the tonnage actually under construction at that time was approximately 3,531,000 tons gross. Unfortunately this total is altogether illusory as a criterion of building activity in the near future, for there is a great falling off in the numbers of new orders, in evidence of which it should be noted that the number of plans for new vessels passed by the Society during the twelve months ended 30th June, 1921, has dropped to 433 proposals representing a tonnage of 1,831,650. This decline has been followed in recent months by further reductions on so extensive a scale as to indicate a slump in orders for new tonnage without precedent in the history of the Society.

NEW VESSELS.

Of the 911 new vessels to which classes were assigned by the Committee during the year, 840 of 1,219,370 tons gross were built in the United States of America, 439 of 1,163,890 tons gross in the United Kingdom, 70 of 354,130 tons gross in Japan, 47 of 182,288 tons gross in Holland, and 45 of 159,000 tons gross in the British Dominions.

OWNERSHIP—ALLOCATION TO VARIOUS COUNTRIES.

The ownership of the majority of these vessels is as follows:—

Vessels of.	Gross tons.
United States of America 223	1,160,370
United Kingdom 309	679,698
Japan 62	312,890
British dominions 47	182,288
Holland 37	127,623

VESSELS OF LARGE SIZE.

In one respect the figures relating to vessels built during the year under review exceed those for 1919-20. The latter period showed only one vessel with a tonnage exceeding 10,000 tons which received the Society's classification, whereas there were no fewer than ten such vessels classed during the twelve months just elapsed. These were:—

*Cameronia* 16,280 tons gross Anchor Line, Ltd.

*Oropesa* 14, 073 tons gross Pacific Steam Navigation Co.

*Alabama* 12,768 tons gross Cunard S.S. Co., Ltd.

*Robert Dollar* 10,893 tons gross Dollar S.S. Lines, Ltd.

*Walter Jennings* 10,805 tons gross Standard Oil Co. (New Jersey).

*Corvus* 10,689 tons gross Federal Steam Nav. Co., Ltd.

*Johan de Witt* 10,519 tons gross Stoomvaart, "Nederland."

*Fancolie* 10,397 tons gross Standard Oil Co. (New Jersey).

*E. T. Bedford* 10,397 tons gross Standard Oil Co. (New Jersey).

*Yorkshire* 10,184 tons gross Bibby S.S. Co., Ltd.

ISHERWOOD SYSTEM.

The vessels built upon the Isherwood System of longitudinal framing also show an increase upon those constructed during the same period last year. This year there were 123 vessels of 779,988 tons gross of this type built, under the Society's inspection as against 121 vessels of 740,430 tons gross in the previous year. The total this year included 69 oil tankers of 529,228 tons gross as compared with 42 of 255,975 tons gross last year.

OIL TANKERS.

The oil tankers of all types built to class during the year amounted to 112 of 614,464 tons gross, or over 18 per cent. of the total tonnage classed.

In order to illustrate the extent to which the demand for tankers has grown of late years, a table is given below showing the amount of tonnage of all vessels of this type recorded in the Society's Register Book for the years mentioned.

Tankers (Steamers and Motors).	Gross tons.
July 1914	1,478,888
July 1919	2,929,113
July 1920	3,344,314
July 1921	4,419,668

VESSELS BURNING OIL FUEL.

Vessels to the number of 253, representing 1,867,112 tons gross, or 58 per cent. of the total tonnage of new vessels classed during the year under review, were fitted for burning oil fuel.

(Continued at foot of next column.)

## THE NIPPON YUSEN KAISHA. NEW HEAD OFFICE BUILDING.

The new head office building for the Nippon Yusen Kaisha, which is being erected in Marunouchi, Tokio, by the George A. Fuller Co., of the Orient, Ltd., from plans prepared by Sone and Chujio, architects, will, when completed, be one of the finest buildings in the East, says the N.Y.K. Travel Bulletin. The new building will house the entire head office staff of the Company and will be equipped in a manner in keeping with buildings of similar character in Western countries. Many new and practical ideas are being carried out in the design and construction work, a brief description being as follows:—

The building, owing to sub-soil condition, is carried on pile foundation, wood piles fifty feet in length being used for this purpose. The frame is what is known as skeleton steel type of construction with reinforced concrete floor and roof arches. The three street facades of the building will be faced with pink granite and terra cotta, the terra cotta matching in colour finish and texture granite used in the building. The interior will be modern and high class in every respect, the ornamental features being carried out in iron, bronze, marble, ornamental plaster and teakwood. The best modern engineering practices have been introduced into the design of the plumbing, heating and electrical equipment. The elevator installation will consist of nine high speed elevators.



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# HIS LORDSHIP IN MANILA

(SPECIAL CORRESPONDENT OF "THE PRESS.")

Manila, October 19th

Lord Thanes's visit to the Philippines, though brief in duration, has proved one of the most momentous incidents in his great Imperial pilgrimage. The situation on his arrival was somewhat delicate, but it is universally admitted that the atmosphere has largely cleared, thanks to his happy blending of frankness and bonhomie. The twelve active volcanoes in the Archipelago remained in a state of complete quiescence during his stay, and there was a notable cessation of the earthquakes which are so distressing a feature of these islands. The domesticated water-buffalo, universally used as a draught animal and beast of burden, has hitherto given a good deal of trouble by its sluggishness and disinclination to work through the heat of the day, but since Lord Thanes's arrival has turned over a new leaf and displayed unwonted energy and industry.

The fact that the Philippines suffer from a scarcity of mammals and a total absence of marsupials was naturally a source of disappointment to Lord Thanes, after his experiences in Australia and Tasmania; but this deficiency is already in a fair way to be remedied by the unexpected emergence of a number of new and peculiar mammalian fauna in the district of North Luzon. The increased activity of the flying-frog is regarded as of hopeful augury, while the ravages of the parasitic jungle-tick are concurrently on the decline.

Though poor in mammals, the Philippines are extraordinarily rich in birds. Lord Thanes has approached this subject from two sides—as the scientific naturalist and as a practical student of the burning question of food supply. The list of edible birds which he has sampled during his stay includes fifteen out of the thirty-five species of pigeons and doves, tailor-birds, orioles, cockatoos, larks, shrikes, fruit-thrushes, etc., to say nothing of a number of edible nests. He has also partaken freely of the eggs of the iguana, land and sea turtles, the bango or milk-fish, the pompano, the bonito, the giant clam and the Philippine shrimp, and in every instance with complete impunity. The triumphant way in which he has emerged from this daring gastronomic ordeal speaks volumes for his splendid fitness and has endeared him greatly to the natives.

No better proof of his humanizing influence can be found than in the complete abandonment of the practice of head-hunting among the wilder tribes of North Luzon. Not only has the climate shown a greater stability since Lord Thanes's arrival, but the ethical standard of the natives has been elevated to a higher plane by contact with his magnetic personality.

The speech which he delivered to a great assembly of Igorots, the most intractable of the native tribes, welcoming them to the comity of nations and impressing on them the advantages of the American administration, created a profound impression. It was a perceptive and aureous, as the roads leave much to be desired in the hilly Luzon district. All the chauffeurs are natives and, in his own phrase, "intolerably reckless." As he said to me on his return, "Some of the sharp curves I shall never forget." When one recalls the "pair-pin" fiasco negotiated by his Lordship at different stages of his career, the comment is indeed eloquent.

But perhaps the most epoch-making incident of his visit was the remarkable game of golf which he played with Aguinaldo, once the famous guerrilla leader of the Philippines in the late nineties. The links chosen for this Homeric contest are on the slopes of the volcano of Taal and are of an extremely sporting character. The fairway is exceptionally narrow and the hazards consist of gigantic masses of trachytic tuffe interstratified with nummulitic limestone. On the day of the match there was no eruption and consequently no necessity to evade the streams of lava, which render the approach to the thirteenth green so formidable. The match was all square on the eighteenth green, when Lord Thanes putted too strongly, his ball disappearing in an adjacent gash, and Aguinaldo's adhesion to Anglo-American solidarity in the Far East was secured by a characteristic act of magnanimity. Lord Thanes is loud in his praise of Aguinaldo's nubbly play, which he said was worthy of his heroic ancestry. As his opponent's maternal grandfather was a Celestial, the effect of this tribute on our relations with China cannot easily be over-estimated.

Newspapers have always flourished in the Philippines, and the advent of Lord Thanes has naturally excited great interest in those who produce and write for them. He has been immensely struck by the high ideal of accuracy maintained by the Filipino journalists and their passionate desire for veracity. One of the reporters who attended the golf match for The Manila Monitor stated that in the course of the round Lord Thanes had broken seventy-two golf balls and lost thirteen balls. Acting on his invariable rule of never complaining or explaining, Lord Thanes said nothing but in the next day's issue there was an honorable correction of the mistake, the numbers having been inverted. Lord Thanes has since visited the offices of the paper and presented the reporter with a signed photograph of himself in full dress wearing his coronet.

I have singled out this historic contest for special mention in view of its international repercussions, but every incident of Lord Thanes's visit is pregnant with momentous potentialities. Yesterday he visited more than a dozen schools, six newspaper offices and five hospitals before breakfast. In the morning he played a round of golf with the Anglican Bishop of Manila, to the accompaniment of the famous Philippine Constabulary band. Some players might have been put off their game by this honours of the day, but Lord Thanes maintained a rock-like steadiness throughout, downing the venerable players by 8 and 6. He

(Continued at foot of next column.)


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AKI MARU ... Wednesday, 11th Jan., at 11 a.m.

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## OUR LONDON LETTER.

APPEARANCE OF A NEW CLASS OF  
CRIMINAL.

THE TORY "DIE-HARDS" AND THE  
COALITION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 10th.

ST. MARTIN'S-IN-THE-FIELDS.

The visit of the King and Queen this

week to the church of St. Martin's-in-the-

Fields, overlooking Trafalgar Square,

has gained a good deal of deserved notice

for this 18th. Century place of worship,

which is known and remembered with

kindly feelings by thousands of soldiers

of the Great War now scattered to the

ends of the earth. When London was

full of fighting men from overseas the

numbers who found temporary rest and

shelter within the grey old walls is

beyond all computation. The man who

came up from some camp in the country

and was unable to get a bed at an hotel

turned in there, as did those who for

other reasons were for the night without

a roof to cover them. Men coming back

from the trenches and arriving late at

night at Charing Cross or Victoria with

the night before them till a train was

due to start for their ultimate destina-

tion were glad to stay at St. Martin's.

The church is in urgent need of re-

pairs, and the King and Queen, who are

parishioners, attended service there.

Now, all London is interested. No doubt

the money required will flow in. The

church was built between 1731 and 1731

to designs by James Gibbs, one of the

pupils of Sir Christopher Wren, the

architect of St. Paul's Cathedral. It has

many features of interest that deserve

the attention of the archaeologist. It is

curious, too, to recall that for his pro-

fessional services extending over ten

years the fee Gibbs received only amount-

ed to £638 5s. How very small that

reads compared with the fees paid to

architects at the present day!

THE EARLY BIRD.

If the late Sir W. S. Gilbert were still

in the land of the living he might feel

disposed to revise his immortal opera-

ditty that "A policeman's life is not a

happy one." For the general public

there is much amusement at the happy

ending to his official career which has

just come to Police-constable Green, of

Gloucester. He was retired by the Stand-

ing Joint Committee to date from March

31st, but it so happened that he was on

duty that day and continued on his beat

till three o'clock the next morning. If

he had retired at midnight Green would

have retired on pension at the old scale,

but his three-extra hours' work on April

Fools' Day when a new scale came into

force, brought him under the latter, with

the result that he is entitled to an extra

pension of £20 a year for the rest of his

life.

The case has been fought out in the

High Court, as the authorities at

Gloucester naturally shied at this addi-

tional pension, which must be provided

by the ratepayers. But Green had the

law on his side and won the day. The

decision of the judges does not seem

right, and they appeared to think so

themselves, but then the law takes no

account of such trifling matters as a com-

monsense, business, interpretation of an

agreement. For the rest, Police-constable

Green has proved himself not so simple

a fellow as his name implies, and on this

occasion he was undoubtedly the early

bird which caught the worm.

LORD GREY'S ENGAGEMENT.

The recent re-entry of Lord Grey of

Falloodon into the political arena is now

followed by the interesting announcement

of his engagement to Lady Glenconner,

"Well," replied Mr. Lloyd George, "I expect some of my colleagues in the Cabinet would say when heard of it: 'It's a pity, for Lloyd George was not after all, such a bad chap, and we shall miss him; but, of course, we cannot make any compromise with Sinn Fein.'"

CHEERFUL PRISON REPORT.

I suppose that the annual Prison Report is about the last place you would expect to find a little cheerfulness in a period of domestic gloom caused by unemployment and kindred troubles. But the volume just issued shows that the enormous decrease in the prison population which began with the war is being well maintained. In 1913-14 there were over 135,000 "receptions on conviction," in the following year the number dropped to 85,000, and in 1920-21 it fell to as low as 45,430. During the present year it is true that it has risen by some thousands, but the figure is nothing to speak of compared with any comparable years of trade depression.

The downward curve in crime statistics is attributed to many causes. They include the provision of unemployment pay, the more humane administration of the law, the provision of juvenile courts, and so forth.

There is, however, one fresh feature in the records. For the first time the "respectable" criminal appears on the scene. An entirely new stamp of offender is abroad in the land. The Commissioners state that "men and women of respectable parentage and antecedents, in regular employment, and in no way associated with the criminal class, are taking to serious crime (embezzlement, fraud, false pretences, house-breaking, and robbery) with astounding facility." It is not as might be supposed, due to a spirit of lawlessness begotten of the war among men who fought in it. Women are as common among the offenders as the other sex. The explanation given officially is that these "respectable" criminals, having become accustomed to high wages in war-time, are now "discontented, feckless, people," and are determined to get money anyhow to satisfy their tastes for luxuries. They are "adventurous" criminals, and will steal anything from a lady's handbag to a motor-car.

No doubt as conditions of work and wages are stabilized, and we get away from the artificial atmosphere in which workers were paid high wages for a minimum of effort, the "respectable" criminal will vanish as suddenly as he (or she) appeared.

THE TORY "DIE-HARDS."

Rumours of a split in the ranks of the Tory supporters of the Coalition are again beginning to creep into the newspapers. But there is, I believe, little basis for this kind of talk. Probably most of it can be traced to the fact that the names in the minority list of the division on the Irish negotiations were repeated to the extent of about 80 per cent. in the protest against the Scotland Yard incident involving Sir Basil Thomson's retirement, and are almost identical again with the supporters of the demand which is not likely to be granted—for a debate on the state of India.

A fair inference is that the Tory "die-hards," as they have been nicknamed because of their uncompromising attitude towards Sinn Fein, are restive generally in the Coalition. They do not, however, number more than about one in ten of the Unionist party as a whole. They are being represented as revolvers, but this is a mistake. They are, in fact, loyal and enthusiastic Unionists—so much so, indeed, that they are discontented because they think their leaders are paying too high a price for the maintenance of Party cooperation.

If they had an influential leader at their head this minority might be formidable, but until one appears the protests are unavailing so far as the party policy is concerned. The Coalition will not be affected by the action of groups yet awhile. When a General Election comes along it may be different. We must wait and see!

THE "WESTMINSTER GAZETTE."

This week the Westminster Gazette ceased to be an evening journal, and made its appearance for the first time as a morning newspaper. The familiar green tinted paper on which the evening Westminster has been printed for the twenty years of its existence has been discarded, and the chief guide, philosopher, and friend of Liberalism in the Metropolitan Press with the Gladstonian tradition now greets you at the breakfast table in the conventional dress of white newspaper.

The editorial direction of the paper remains in the hands of Mr. A. J. Pender, who has been given the title of "political director." This means that the leading articles will be maintained at the high level of literary finish and reasoned argument. In its new guise the paper presents no novel features except that the leaders are printed in double column-width. Otherwise, the paper, with the chief news of the day on the front page, enters the field among the morning dailies in fierce competition with the Daily News for a predominant position as the organ of Liberalism with a national appeal.—H.B.

WEATHER REPORT.

December 21st, at 10.31.—Pressure has increased steadily at Vladivostok and over N.E. Japan. It has decreased slightly from Shanghai to Hongkong and the Philippines. A strong anticyclone covers the northern portion of the map, and a depression is shown to the north of Borneo.

Fresh to moderate monsoon may be expected along the coasts of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 87.32 inches, against an average of 82.74 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Forecast

Hongkong to Cap Rock (N.E. winds, moderate, fair).

Formosa Channel (N.E. winds, strong).

South coast of China between (The same as Hongkong and Lamook) (No. 1).

South coast of China between (The same as Hongkong and Hainan) (No. 2).

# INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI TRINIDAD via SWATOW "WINGSANG" ... 22nd Dec. 8 p.m.  
MANILA "LONGSANG" ... 23rd Dec. 4 p.m.  
SHANGHAI YOKOHAMA & KORE "FOOKSANG" ... 24th Dec. 10 a.m.  
HAIPHONG via HOIHOW "TORHANG" ... 25th Dec. 10 a.m.  
BANGKOK via SWATOW "CHUNHANG" ... 26th Dec. 10 a.m.  
SHANGHAI via SWATOW "CHOYHANG" ... 27th Dec. 10 a.m.  
STRAITS & CALCUTTA "LAISANG" ... 28th Dec. 3 p.m.  
SANDAKAN "HINSANG" ... 29th Dec. 3 p.m.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow and Hongkong to Japan, and from Japan via Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly to Haiphong and Saigon, calling at Hoihow when convenient.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by 2,000-ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Datt.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

# CALCUTTA LINE.

s.s. "LAISANG" will be despatched on or about  
Wednesday, 28th Dec., at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET,  
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# GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel Due Hongkong

M.V. "GLENLUCE" ... 24th Dec.  
S.S. "GLENSHANE" ... 31st Dec.

HOMEWARDS.

Vessel Leaves Hongkong Discharges

M.V. "GLENNAVY" ... 29th Jan. GENOA, LONDON, ROTTERDAM, HAMBURG.

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FOR HAIPHONG via Hoihow & Pakhoi.

S.S. "TAIKWA MARU" ... on or about Dec. 22nd

FOR KEELUNG via Swatow & Amoy.

S.S. "HOZUI MARU" ... on or about 22nd Dec.



## SHIPPING NEWS

## ARRIVALS.

December 20th.

*Wamara Maru*, Japanese str., 2,447 tons, Capt. K. Yasui, from Balikpapan, with a general cargo.—Nanyo Yusen Kaisha.

December 21st.

*Arafura*, British str., 3,401 tons, Capt. E. T. Percher, from Melbourne, with a general cargo.—Mackinnon, Mackenzie & Co.

*Camille*, British str., 3,149 tons, Capt. W. H. Towill, from Singapore, with kerosene oil.—Asiatic Petroleum Co.

*Deception*, British str., 4,395 tons, Capt. J. Kendall, from Shanghai, with a general cargo.—B. & S.

*Haitong*, British str., 1,970 tons, Capt. Passmore, from Swatow, with a general cargo.—D.L. & Co.

*Hopalong*, British str., 1,356 tons, Capt. J. Ferguson, from Canton, with a general cargo.—J.M. & Co.

*Hosei Maru*, Japanese str., 1,886 tons, Capt. T. Inouye, from Wakamatsu, with coal.—Sakai & Co.

*Huichow*, British str., 1,223 tons, Capt. C. S. Labister, from Canton, in ballast.—B. & S.

*Hydrangea*, British str., 561 tons, Capt. W. J. Collier, from Canton, with a general cargo.—Chiu On S.S. Co.

*Jacas*, American str., 1,621 tons, Capt. W. Appel, from Calcutta and Saigon, with rice.—Pacific Mail S.S. Co.

*John Sanderson*, British str., 2,080 tons, Capt. R. G. Blaney, from Hongkong, with a general cargo.—B. & S.

*Kaigo Maru*, Japanese str., 2,015 tons, Capt. Matsushige, from Keelung, with a general cargo.—O.S.K.

*Kwongchow*, British str., 2,373 tons, Capt. G. A. G. Morse, from Swatow, with a general cargo.—B. & S.

*Kwongkee*, Chinese str., 1,468 tons, Capt. G. L. Crawford, from Canton, with a general cargo.—C.M.S.N. & Co.

*Nisei Maru*, Japanese str., 2,038 tons, Capt. I. Iida, from Swatow, in ballast.—Y. Sato & Co.

*Sinaloa*, Dutch str., 4,119 tons, Capt. W. J. Vander Horst, from Portland and Kobe, with a general cargo.—J.C.J.L.

*Tingchow*, British str., 1,219 tons, Capt. G. Byers, from Shanghai, with a general cargo.—B. & S.

## CLEANANCES.

December 21st.

*Arafura*, for Yokohama.

*Haitong*, for Shanghai.

*Hopalong*, for Swatow.

*Hosei Maru*, for Swatow.

*Huichow*, for Hongkong.

*Jade*, for Pakhoi.

*Kaigo Maru*, for Hongkong.

*Nisei Maru*, for Hongkong.

*Seang Bee*, for Swatow.

*Taikwa Maru*, for Hoihow.

*Tjikembang*, for Amoy.

*Yangchow*, for Canton.

## PASSENGERS.

ARRIVALS.

Per s.s. *Haitong*, on December 21st:—Messrs. P. W. Cobb, T. B. McArthur, J. H. Crutch, A. W. Ramsey and J. A. Roxburgh.

Per s.s. *Arafura*, on December 21st:—Mr. and Mrs. C. W. Butson, Miss E. Fawcett, Miss A. Harding, Miss E. Hogg, Miss R. Levy, Miss P. Lewis, Mr. and Mrs. F. C. Martin, Mr. W. Steel, Mr. and Mrs. E. Thomas, Mrs. Thornborough, Mr. and Mrs. G. P. Bradford, Mr. R. Toovey, Mrs. N. Anstey and Miss E. Pountney.

## DEPARTURES.

Per s.s. *Nellie*, on December 21st:—Mr. and Mrs. Griffin, Mr. J. B. Nicholson, Mr. E. M. Fraser, Mr. D. E. Ellis, Mr. W. H. Kelley, Mr. J. D. Lloyd, Mr. Rumbach, Mr. and Mrs. J. Higgins, Mr. and Mrs. A. Hartman, Mr. Snellinberg, Mrs. Smallwood, Mr. L. D. Stone, Mr. Barnes, Mr. J. B. Nicholson, Mr. E. M. Fraser, Mrs. F. Oppenheimer, Mr. and Mrs. E. A. Barnes, Mr. J. H. R. Prielean, Mr. and Mrs. F. P. Crutenden, Mr. and Mrs. Valentini, Mrs. T. Lansing, Miss C. Richmond, Mr. Snaod, Mrs. King-Salter, Miss K. Rappeter, Mr. J. Robertson, Mr. J. McCann, Mr. W. D. I. Preston, Mr. P. Knap, Mr. J. M. Bocker and Capt. A. Pooley.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Japan* from Hongkong on November 23rd, arrived at Vancouver on December 16th.

The R.M.S. *Empress of Asia* arrived at Yokohama on December 20th, at noon, left there same day, at 7 p.m., and is due at Hongkong on December 30th, at 9 a.m.

## VESSELS EXPECTED.

*Bengloc* (Ben line), due December 23rd.  
*Dilwara* (P. & O.), due December 28th.  
*Empress of Asia*, due December 30th.  
*Egypt* (P. & O.), due December 31st.  
*Gregory* (A.P.M.), due Dec. 23rd.  
*Itano Maru* (N.Y.K.), due January 19th.  
*Monteagle* (C.P.S.), due December 28th, at 1 a.m.  
*Myrmidon* (Blue Funnel line), due December 27th.  
*Nagasaki* (P. & O.), due December 22nd.  
*Nagoya* (P. & O.), due January 17th.  
*Pertis Maru* (T.K.K.), due Dec. 29th.  
*Sado Maru* (N.Y.K.), due December 24th.  
*Toriko* (H.L.), due January 6th.  
*Yokohama Maru* (N.Y.K.), due December 22nd.

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HONGKONG TO SAN FRANCISCO VIA KEELUNG, SHANGHAI, THE INI AND SEA, JAPAN &amp; HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
PERSIA MARU	22,000	Jan. 5th
TAIYO MARU	22,000	Jan. 15th
SIBERIA MARU	22,000	Jan. 1st
TWNYO MARU	22,000	Feb. 10th
KOREA MARU	22,000	Feb. 23rd
SHINTO MARU	22,000	Mar. 5th

Calling at Dairen and omitting call at Keelung.

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STEAMERS	TONS	LEAVE HONGKONG
GINYO MARU	15,000	Feb. 26th
ANYO MARU	15,000	Mar. 23rd
SEIYO MARU	14,000	May 13th

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"SAMARANG MARU" sailing on or about 24th Jan.

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Monteagle	Jan. 17	Feb. 10	Feb. 24
E. Japan	Feb. 8	Mar. 1	Mar. 17
E. Russia	Feb. 23	Mar. 13	Mar. 31
E. Asia	Mar. 23	April 10	Apr. 28

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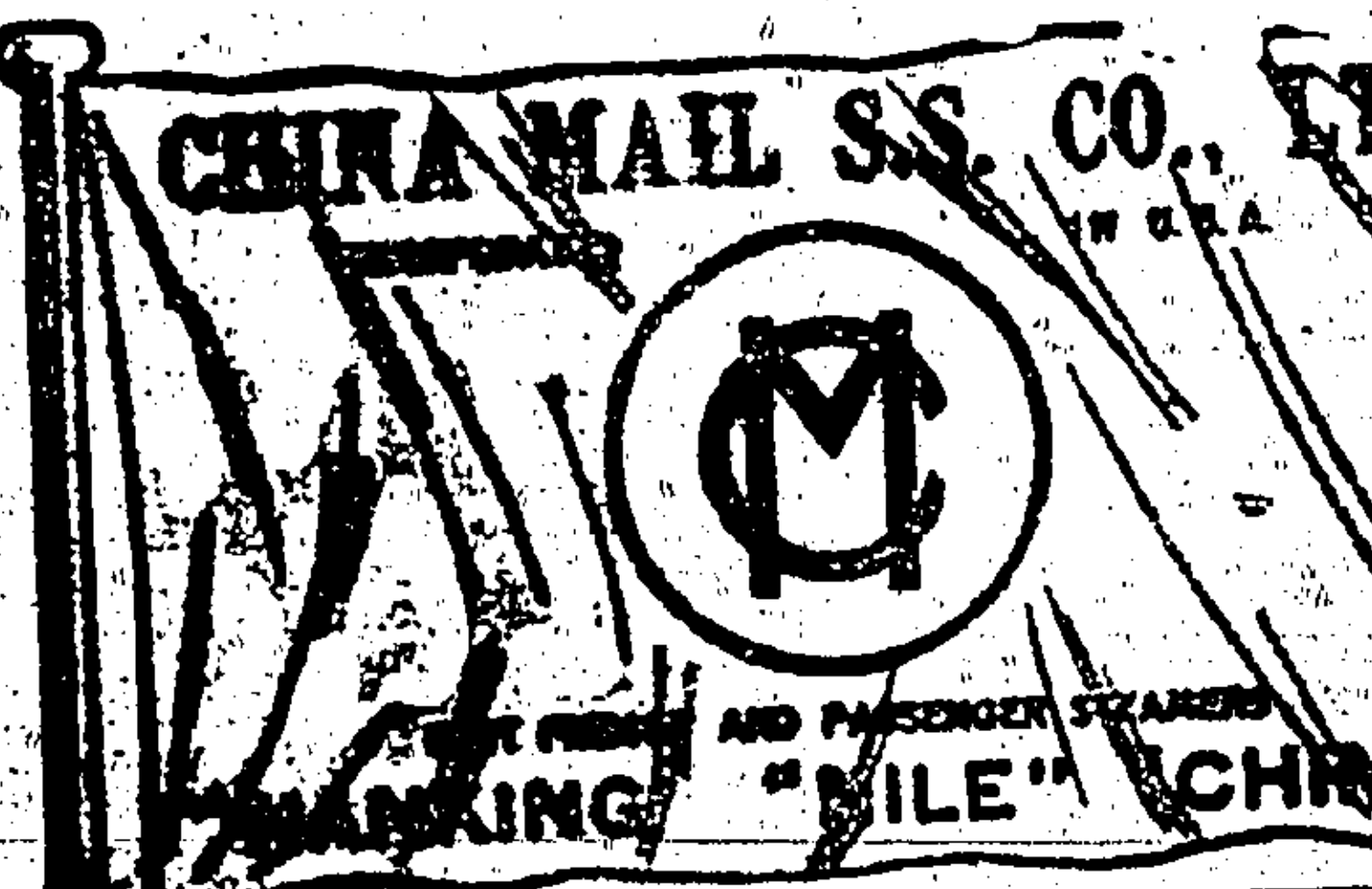
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[48]



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HONGKONG METEOROLOGICAL REGISTER Hongkong Observatory, December 21st.

	Previous Day	On 21st	On 22nd
Barometer	29.92	29.98	29.94
Temperature	88	81	79
Humidity	78	89	75
Wind Direction	E	calm	N
Force	3	0	3
Weather	0	0	0
Rain	0.00	0.00	0.10

Highest open-air Temperature on 20th ... 88

Lowest open-air Temperature on 21st ... 64

HONGKONG TIDE TABLE From 72nd to 26th December, 1921.

	High Water	Low Water
Thurs. 22	4.30 a.m.	10.35 p.m.
Fri. 23	4.29 a.m.	10.18 p.m.
Satur. 24	4.28 a.m.	11.21 a.m.
Sun. 25	4.27 a.m.	11.00 a.m.
Mon. 26	4.26 a.m.	10.48 a.m.
Tues. 27	4.25 a.m.	10.33 a.m.
Wed. 28	4.24 a.m.	10.12 a.m.

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well and child	son & child
Mr. & Mrs. Bramley & child	Mr. E. A. Lely
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a.s. "CITY OF SIMLA" ... Middle March. London  
a.s. "CITY OF CALCUTTA" ... 10th May. London

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Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KATUNA" ... via Suez Canal ... 21st Dec.  
"YANGTZE" ... via Suez Canal ... 28th Dec.  
"EURECHUS" ... via Suez Canal ... 10th Jan.  
"CITY OF CAMBRIDGE" ... via Suez Canal ... 20th Jan.

\* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

HUTCHINSON & SWIRE, or THE BANK LINE, LTD., HONGKONG  
HONGKONG AND CANTON REISS & Co.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPT. COUNTRY	SAILING DATE
SHANGHAI, KOREA & YOKOHAMA	"CAP ARCONA" ... 15,000 ...	On or about 10th Jan.
MARSEILLE via HAI-PHONG, SINGAPORE, PENANG, COLOMBO, DUBOUI, SUEZ & PORT SAID	"ANGKOR" ... 12,000 ...	On or about 2nd Jan.

For full particulars regarding sailings, etc., apply to—

H. BODENEUSE, Acting Agent, Queen's Building.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent Cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

(AND RETURN)

(Quitting 9:10 Daily)

"HONGKONG" ... Capt. J.S. Thomson ... TUESDAY, Dec. 27th, at 12 Noon.  
"HONGKONG" ... Capt. W. Cooper ... THURSDAY, Dec. 29th, at 1 P.M.  
\* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near) (Bike Pier).

For Freight and Passage, apply to—

DOUGLAS, LAFFRAIE & CO.  
General Managers.P. & O. British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES INCORPORATED IN ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

SS	Ton	From Hongkong (at)	Destination
"DUNERA"	5,200	27th Dec.	Singapore, Colombo & Bombay
"DONGOLA"	5,200	4th Jan. 1922	Marseilles, London & Antwerp
"DILWARA"	5,200	12th Jan.	Spain, Colombo & Bombay
"EGYPT"	7,341	18th Jan.	Spain, Marseilles, London & Antwerp
"KASHMIR"	5,341	1st Feb.	Marseilles, London & Antwerp
"NAGOVA"	5,341	15th Feb.	do.
"RAGHAR"	5,340	1st Mar.	do.
"SHEPHERD"	5,707	14th Mar.	Singapore, Colombo & Bombay
"KEEVA"	5,017	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	5,092	29th Mar.	do.
"NOVARA"	5,250	12th Apr.	do.
"KALYAN"	5,387	26th Apr.	do.
"PARIST"	7,348	10th May	do.
"DONGOLA"	5,000	27th May	do.

## BRITISH INDIA - APCAR SAILINGS (South)

"BURYALUS"	3,900	31st Dec.	Singapore only.
"TAKADA"	7,000	1st Jan.	Calcutta via Singapore, Penang and Rangoon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	9th Jan.	(Mandla, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
"ST. ALBANS"	4,500	6th Feb.	

## SAILINGS TO SHANGHAI &amp; JAPAN

ARAFURA	6,000	22nd Dec. Noon	Yokohama direct
"NAGPORE"	5,300	24th Dec.	Moji and Kobe
"GREGORY APCAR"	4,700	25th Dec.	Kobe and Shanghai
"BURYALUS"	3,900	27th Dec.	Amoy.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Cabin Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels weighing not more than 24 lb. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO., Agents.**  
22, Des Voeux Road Central, HONGKONG.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.  
"ATLAS MARU" ... Friday, 23rd Dec.BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.  
"CANADA MARU" ... Friday, 13th Jan.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.  
"KASADO MARU" (taking passenger) ... Tuesday, 27th Dec.DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.  
"JAYA MARU" ... Saturday, 31st Dec.

"BUSHO MARU" ... Sunday, 1st Jan.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.  
"VICTORIA" ... Monday, 2nd Jan.VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.  
"ARABIA MARU" ... Monday, 2nd Jan.NEW YORK via PANAMA—Regular monthly service via Japan, Port, San Francisco, Panama and Colon Ports.  
"HAGUE MARU" ... Wednesday, 18th Jan.NEW ORLEANS LINE via SUEZ.  
"HAMBURG MARU" ... Friday, 10th Mar.JAPAN PORTS—Kobe & Yokohama via Shanghai.  
"HIMALAYA MARU" ... Thursday, 29th Dec.KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. Wharf near the Customs Office.  
"KALIO MARU" ... Sunday, 25th Dec.TAKAO via SWATOW & AMOY.  
"ROBEU MARU" ... Thursday, 29th Dec.For sailing dates and further particulars please apply to—  
Y. YABUDA, Manager, No. 1, Queen's Building.  
Tel. Nos. 144 & 745.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Sidney & Melbourne via Port, via Hongkong for Australia.
"TATYEN"	About 14th Jan. About 20th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Tasmania Ports. For full particulars apply to—  
HUTCHINSON & SWIRE, Agents.C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & SHANGHAI	"HANGCHOW"	On 22nd Dec. 4 P.M.
SHANGHAI	"YINCHOW"	On 24th Dec. 4 P.M.
SHANGHAI & TSINGTAO	"SOO CHOW"	On 24th Dec. 4 P.M.
SWATOW & SINGAPORE	"KWANGTUNG"	On 25th Dec. 10 A.M.
SWATOW & SINGAPORE	"LINAN"	On 25th Dec. Noon
SWATOW, SHANGHAI & PUKOW	"CHIENTANG"	On 25th Dec. Noon
PAKHAI & HAIPHONG	"KAITONG"	On 25th Dec. 10 A.M.
SWATOW & BANGKOK	"KWANGCHOW"	On 27th Dec. 10 A.M.
SHANGHAI	"SUIYANG"	On 17th Dec. Noon
PORT COCSET	"SINKIANG"	On 28th Dec. Noon
MANILA, CEBU & HOLO	"KUEICHOW"	On 31st Dec. 10 A.M.
	"TAMING"	On 3rd Jan. Noon

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, Agents.PASSENGER AND FREIGHT SERVICE  
FOR VICTORIA, VANCOUVER, SEATTLE  
From Hongkong. Arrive Seattle.

## FREIGHT &amp; PASSENGER SERVICE.

SS "SILVER STATE"	Seattle Jan. 1st	Jan. 20th.
SS "PINE TREE STATE"	Seattle Jan. 2nd 1922	Jan. 20th.
SS "PINE TREE STATE"	Seattle Jan. 12th	Jan. 31st.
SS "WENATCHEE"	Seattle Jan. 18th	Feb. 14th.
SS "WENATCHEE"	Seattle Jan. 28th	Feb. 14th.
SS "DAY STATE"	Seattle Jan. 30th	Feb. 28th.
SS "DAY STATE"	Seattle Feb. 4th	Feb. 28th.

Through Bills of Lading issued to Owners' Common ports.  
Passenger and Freight Particulars.

## THE ADMIRAL LINE

5th Floor, Union Building, Telephone 2477 &amp; 2478.

PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

## THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

## REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA  
and other JAVA PORTS.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

## OFFICES

5th Floor, Union Building, Telephone 2477 &amp; 2478.

PASSENGER OFFICES, QUEEN'S BUILDING, 2, ICE HOUSE ST.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via PANAMA

SS "SURUGA" ... 2nd half Jan. 1922.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

AGENTS, 5th Floor, Union Building, Telephone 2477 &amp; 2478.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by the fastest steamers

For BOSTON

NEW YORK

SS "MOORISH PRINCE" ... (via Boston) early Jan.

For Freight and Passage apply to—  
HUTCHINSON & SWIRE, Agents.

5th Floor, Union Building, Telephone 2477 &amp; 2478.

PASSENGER OFFICES, QUEEN'S BUILDING, 2, ICE HOUSE ST.



## POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FROM	PER	DATE
SWANSHAI	Shanghai	22nd inst.
JAPAN & SHANGHAI	Yokohama Maru	23rd inst.
STRAITS	Nagasaki	23rd inst.
STRAITS	Nagasaki	24th inst.
SHANGHAI	Suiyang	24th inst.

## OUTWARD MAILS.

FOR	PER	DATE
*Swatow, *Amoy and Keelung	Hoku Maru	Thursday, 22nd, 8.00 A.M.
Straits, Bangkok, Egypt and EUROPE	Aganemaru	Thursday, 22nd, 9.00 A.M.
via LIVERPOOL	Tokyo Maru	Thursday, 22nd, 10.30 A.M.
Hokkaido, Pakhoi and Haiphong	Arifuru	Thursday, 22nd, 2.30 P.M.
Japan	Hydrangea	Thursday, 22nd, 3.00 P.M.
Swatow	Yuei Wah	Thursday, 22nd, 4.00 P.M.
*Philippine Islands	Sapara	Thursday, 22nd, 5.00 P.M.
Swatow, *Shanghai and *San Francisco	Tsushima	Thursday, 22nd, 5.00 P.M.
*Philippine Islands & *Nagasaki	Vingsang	Thursday, 22nd, 5.00 P.M.
Swatow, *Shanghai & *Nagasaki	Devotion	Thursday, 22nd, 5.00 P.M.
Philippine Islands & *Straits & *Bangkok		
*Egypt & Europe via MARSEILLE		

Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhanushkodi, Egypt, and EUROPE via MARSEILLE	Yokohama Maru	Friday, 23rd, 8.45 A.M.
Straits and *Bangkok	Van Oloon	Friday, 23rd, 9.30 A.M.
Philippine Islands	Longwang	Friday, 23rd, 10.00 P.M.
Japan	Samarang Maru	Friday, 23rd, 10.30 P.M.
Swatow	Pheum Feh	Friday, 23rd, 11.00 P.M.
Shanghai and North China	Yingchow	Saturday, 24th, 2.00 P.M.
Shanghai and North China	Soochow	Saturday, 24th, 3.00 P.M.
*Shanghai, *North China and *Japan	Yokohama	Sunday, 25th, 8.00 A.M.
Shanghai, North China and Japan	Suido Maru	Sunday, 25th, 9.00 A.M.
Hokkaido and Haiphong	Kowloon	Sunday, 25th, 9.00 A.M.
*Swatow, *Straits & *Bangkok	Chankiang	Sunday, 25th, 9.00 A.M.
*Swatow, *Shanghai and *N. China	Kanjo Maru	Sunday, 25th, 9.00 A.M.
Swatow, Amoy and Keelung	Linn	Sunday, 25th, 9.00 A.M.
*Swatow, *Straits and *Bangkok	Kaifeng	Sunday, 25th, 9.00 A.M.
Shanghai, North China, Japan, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C.	Kashima Maru	Tuesday, 27th, 8.45 A.M.
*Swatow and *Bangkok	Ohunang	Tuesday, 27th, 9.00 A.M.
*Swatow, *Shanghai and *N. China	Choyang	Tuesday, 27th, 9.00 A.M.
*Swatow and *Bangkok	Kwangchow	Tuesday, 27th, 9.00 A.M.
Shanghai and North China	Sungang	Tuesday, 27th, 11.00 A.M.
Swatow, Amoy, and Fochow	Loching	Wednesday, 28th, 2.00 P.M.
Straits, Bangkok, Calcutta and Aden	Loching	Thursday, 29th, 11.00 A.M.
Shanghai and N. China	Sinkiang	Thursday, 29th, 11.00 A.M.
Swatow, Amoy, and Fochow	tsu Lung	Thursday, 29th, 11.00 A.M.

## LOCAL AND REGULAR MAILS OUTWARD

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.M.	10.00 A.M.
Tai Po	9.40 A.M.	9.40 A.M.
	2.15 P.M.	
	6.00 P.M.	
Chung Chow	Saturday 11.00 A.M.	11.00 A.M.
	1.00 P.M.	5.00 P.M.
	6.00 P.M.	
Shataukok, Shatin, Shengshui, Antau, Ping Shan and Saitin	3.30 P.M.	11.00 A.M.
Aberdeen, Sai Kung and Stanley	4.30 P.M.	11.00 A.M.
Lo Wa Camp	8.30 A.M. & 8.30 P.M.	9.00 A.M.
	7.15 A.M.	Sunday, 8.15 A.M.
	1.15 P.M.	Holiday 7.15 A.M.
		4.15 P.M.
Canton and Samahui	7.30 A.M.	5.00 P.M.
	Reg. 6.00 P.M.	
	Letters 6.00 P.M.	
*Canton (By Train)	4.00 P.M.	10.00 A.M.
	6.00 P.M.	
Wuchow	Except Saturday 6.00 P.M.	5.00 P.M.
	6.00 P.M.	
Kongmoon	3.00 P.M.	5.00 P.M.
Namtau and Samme	2.30 P.M.	10.00 A.M.
Shumchun		

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE.

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT)

"LYCAON" 3RD JAN. London, Amsterdam & Antwerp.  
 "HELENUS" 10TH JAN. London, Rotterdam & Hamburg.  
 "TEUCER" 17TH JAN. London, Amsterdam & Antwerp.

## LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS)

DEUCALION" 23RD DEC. Marseilles, Havre & Liverpool.  
 OANFA" 2ND JAN. Marseilles, Havre and Liverpool.  
 "MYRMIDON" 14TH JAN. Liverpool.

## PACIFIC SERVICE (VIA KORE AND YOKOHAMA)

"TYNDAROS" 3RD JAN. Victoria, Seattle & Vancouver.  
 "PROTESILAUS" 31ST JAN.  
 "IXON" 21ST FEB.

## NEW YORK SERVICE (VIA SUEZ OR PANAMA)

"YANGTSE" 28TH DEC. via Suez.  
 "EURYLOCHUS" 10TH JAN. via Suez.

## PASSENGER SERVICE

"PYRHEUS" 3RD FEB. for Shanghai and Japan.  
 "PYRHEUS" 7TH MAR. for Singapore & London.  
 "MENTOR" 21ST MAR. for Singapore & London.  
 FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE AGENTS.

## COMMERCIAL

## OPENING QUOTATIONS.

21st December, 1921.

On London	Telegraphic Transfer	2/7 1/2
Bank Bills, on demand	2/7 3/8	
Bank Bills, at 30 days sight	2/7 1/2	
Bank Bills, at 4 months sight	2/7 1/2	
Credit, at 4 months sight	2/7 1/2	
Documentary Bills, 4 m/s sight	2/7 1/2	
On Paris	Bank Bills, on demand	68 1/2
Credit, 4 months sight	54 1/2	
On New York	Bank Bills, on demand	54 1/2
Credit, at 60 days sight	57 1/2	
On Bombay	Telegraphic Transfer	195 1/2
Bank Bills, on demand	195 1/2	
On Calcutta	Telegraphic Transfer	195 1/2
Bank Bills, on demand	195 1/2	
On Shanghai	Bank Bills, at sight	114
Private, 30 days sight	114	
On Yokohama	On demand	114
On Manila	On demand	114
On Singapore	On demand	114
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On Haiphong	On demand	114
On Saigon	On demand	114
On Hongkong	On demand	114
On Canton	On demand	114
On Hankow	On demand	114
On Shanghai	On demand	114
On Yokohama	On demand	114
On Manila	On demand	114
On Singapore	On demand	114
On Batavia	On demand	114
On Haiphong	On demand	114
On Saigon	On demand	114
On Hongkong	On demand	114
On Canton	On demand	114
On Hankow	On demand	114
On Shanghai	On demand	114
On Yokohama	On demand	114
On Manila	On demand	114
On Singapore	On demand	114
On Batavia	On demand	114
On Haiphong	On demand	114
On Saigon	On demand	114
On Hongkong	On demand	114
On Canton	On demand	114
On Hankow	On demand	114
On Shanghai	On demand	114
On Yokohama	On demand	114
On Manila	On demand	114
On Singapore	On demand	114